US Army Corps
of Engineers
Portland District

PUBLIC NOTICE
for PERMIT APPLICATION

Issue Date: October 14, 2008
Expiration Date: November 13, 2008
Corps of Engineers Action ID: NWP-2007-832

30 Day Notice Oregon Department of State Lands Number:

Interested parties are hereby notified that an application has been received for a Department of the Army permit for certain work in waters of the United States, as described below and shown on the attached plan.

Comments: Comments on the described work should reference the U.S. Army Corps of Engineers number shown above and should reach this office no later than the above expiration date of this Public Notice to become part of the record and be considered in the decision. Comments should be mailed to the following address:

U.S. Army Corps of Engineers
ATTN: CENWP-OP-GP (Mr. McMillan)
P.O. Box 2946
Portland, Oregon 97208-2946

Applicant: Port of Newport, Don Mann, General Manager, 600 SE Bay Blvd., Newport, OR 97365

Location: The project is located on the north side of the Yaquina Bay estuary in Newport, Lincoln County, Oregon in Section 9, Township 11 South, Range 11 West.

Project Description:
Background: The Port of Newport Terminal was constructed in 1948 to crate a cargo loading facility form which ships and barges could receive log and lumber cargoes. Two World War II era reinforced concrete cargo ships (the SS C.W. Pasley and the SS Francois Hennebique) were scuttled to serve as bulkheads. The Hennebique forms the east end of the International Terminal, and the Pasley forms the west end of the terminal.

The Hennebique holds were filled with dredge spoils from Yaquina Bay, and rip rap was used to stabilize the ship, and the deck was paved. The forward concrete superstructure was used as the foundation for the existing terminal office building, and a warehouse was also constructed over the middle and aft of this ship. The Hennebique is at +14 feet elevation and is referred to as the "low dock" or "fisherman's dock."

When the Pasley was scuttled, it settled slightly off of plumb, leaning towards the bay. The holds were filled with dredge spoils and stabilized with rip rap. Afterwards, a retaining wall was constructed along the starboard (right-hand) side to contain additional gravel fill to level the dock. The Pasley is at +21 feet elevation and is referred to as the "high dock" or "cargo dock." A wooden dock connects the Pasley and the Hennibeque. The Pasley was placed in an unstable

position during the initial construction of the International Terminal, and gravel, concrete, and asphalt to maintain a level surface. In 1989, the ship moved significantly after dredging occurred in front of the wharf, and it (the Pasley) developed a crack in the stern section which ran around the circumference of the ship. This loss of structural integrity resulted in the stern section gradually rolling towards the bay. In 1996, the internal oil tanks and fuel lines were breached by this cracking, resulting in the release of 100 gallons of residual Bunker C fuel oil from the ship, and the Port cleaned up the oil spill promptly. Due to structural settlement, the high dock was closed in 2001 and most of the overburden was removed to reduce the load on this unstable portion of the Pasley. However, the stern section of the Pasley continues to turn towards the bay.

The Port received $15.4 million from a district bond measure to stabilize and renovate the facility; additional funding was procured from the Oregon Economic and Community Development Department and US EPA to conduct remedial measures on the Pasley. Approximately 9,000 gallons of fuel oil were pumped from the Pasley, and a cable backstay, secured from shore to the stern, was added to stabilize the rolling stern section.

The Port of Newport commissioners declared an emergency due to increasing visual evidence that the hull continues to shift, despite the corrective measures. However, the proposed project does not meet the Corps' regulatory definition of an emergency under 33 CFR 325.2(e)4, and so the Corps will continue to evaluate this proposal using our standard permit review procedures.

Current Conditions: The Port of Newport is one of two coastal deep draft ports in Oregon, and the applicant has stated that the redevelopment of the Terminal is critical to maintaining the long-term viability of the facility and to federal investment in navigation infrastructure, which benefits all maritime users in Yaquina Bay. Large commercial fishing vessels are frequent users of the International Terminal facility, and Newport was ranked 13th in the nation for fisheries landings (by pound) and 24th in income contribution. The Port of Newport is an essential part of the local economy, and the number of vessels using the Terminal has increased by 60% over the last decade, averaging 100 vessels per month.

Project Description: The Port proposes to fill approximately 1.76 acres of deep water estuary with 12,200 cubic yards (cy) of clean sand, rock, and rip rap behind sheet piling and in front of the Pasley and Hennebique to stabilize the ships and create a steel sheet pile bulkhead for the International Terminal facility; according to the applicant, the project dimensions are 942'(L) x 127'(W) x 20'(H). Additionally, the Port proposes to dredge approximately 11,100 cubic yards of material from 0.62 acre to facilitate access by large vessels. The proposed dredge prism dimensions are 470'(L) x 60'(W) x 10'(D). The proposed project includes the following components:

1) Install sheet piling – Based on the applicant's alternative selection process (detailed later in this notice), the applicant believes that the Hennebique and Pasley should be isolated from Yaquina Bay using a sheet pile bulkhead. While the design of the wall is similar in both locations, the methods of construction are slightly different. Sheet piling around the Hennebique would be installed from the shore; the Pasley sheet piling would be installed from the water side.

A barge would be floated into the bay, positioned in front of the Pasley, and loaded with necessary pile driving equipment (crane, vibratory hammer, welder, hydraulic power unit) and construction materials. All water-based equipment would use "environmentally friendly"

hydraulic oil (presumably vegetable-based), and a spill containment perimeter would be established around the work area. A spill containment kit and spill response procedures would also be a part of the pile driving activities (per DEQ requirements).

Temporary piles and walers would be installed to establish a 150-foot long template for the permanent infrastructure. The template would be removed and reinstalled along each new segment of the proposed bulkhead. An APE 150 or larger vibratory hammer would be used to drive the sheet piling; in the event that sheet piling meets refusal in the substrate, an impact hammer such as an APE D30-42 or larger, will be used as appropriate. All of the Hennebique sheet piling would be installed with a template as well, but all installation would be land-based. An impact hammer would not likely be necessary for sheet piling installation along the Hennebique.

2) Affix walers and tie rods to the sheet pile walls - After the sheet pile walls are constructed walers would be installed underwater at +1 and +3 feet elevation. The walers would be craned into place and secured by divers. Then, 2.5-inch diameter rods would be installed from the tie beam on land to the waler attached to the sheet pile. Finally, the backfill would be placed to the sub-grade of the pile cap. These structures would be necessary to stabilize the bulkhead sheet piling.

3) Remove existing timber dock and creosote piles - The existing elevated timber dock in front of the Pasley would be removed staging from the land and water. The deck would be removed first, then the pile caps, and then the pilings themselves. If some of the pilings cannot be extracted, they will be cutoff below the mudline so as not to interfere with navigation. The deck in front of the Hennebique would be removed in the same manner, however all removal would occur from the land. A containment boom would be installed to capture and remove any floating debris that surfaced during the piling removal. Any portion of the dock falling into the bay would be immediately retrieved by the demolition crew.

4) Remove existing concrete dock and associated steel piles - The RO-RO concrete dock would be removed using similar techniques to the wood dock removal. The concrete would be broken using a small excavator and breaker, and then hauled to shore via the wooden dock. Once the deck is removed, the steel piles would be extracted; those that could not be extracted would be cutoff at the mudline to eliminate effects to navigation.

5) Installation of mooring dolphins and elevated concrete dock - The applicant proposes to install two mooring dolphins: one 210 feet east of the existing RO-RO dock, in line with the sheet pile wall in front of the Pasley. The second dolphin will be constructed approximately 75 feet west of the stern of the Pasley. Dolphins would be installed using water based equipment, using similar methods as those proposed for the sheet pile installation, however, an impact hammer would be used to drive the piles. The second dolphin would have a grated catwalk installed for access. Large vessels would tie to these mooring dolphins to access the docks.

The concrete dock would be supported by pilings and partially suspended. Pilings would be installed as per the mooring dolphins, and a pre-cast concrete slab would be craned into place from the water, and a topping slab would be cast in-place. Concrete would be cured using water; alternatively, a biodegradable curing compound would be used to ensure slow, even curing of the cast in-place surface. This dock would be used for cargo loading and unloading.

6) Dredging – Once sheet piling has been installed and the dock removed from in front of the Hennebique, dredging would be necessary to create the required draft for the fishing fleet utilizing the International Terminal. Dredging equipment would include a long stick hydraulic excavator or crane with a clamshell bucket. Both of these methods could be utilized from land or water depending on the nature of the substrate to be dredged. The dredged material would be transported to the shore and hauled to an upland disposal site. The dredged material would be dewatered using a dewatering pond, and then stockpiled.

7) Rip rap placement - Rip rap would be placed at the west end of the Pasley and the East end of the Hennebique bulkhead walls to stabilize slopes from the pile to the shoreline as well as provide scour protection. The rip rap would be placed using a hydraulic excavator from the water, in areas unreachable from the land side. Otherwise, rip rap will be primarily installed from the land.

8) Remaining Dock Construction - The remaining dock construction would be done from land. These activities include the pile cap and mooring devices which can be accessed from behind the sheet pile wall. A smaller crane, rough-terrain forklift, and concrete pumps would be used as appropriate. The underground utilities located on the docks and in the upland would be installed using conventional methods. Soil would be stabilized using vibrocompaction and stone columns, brought in from a local source. Upon completion of soil stabilization, an aggregate base would be placed, compacted, and covered with asphalt concrete to complete the renovation.

Stormwater Management: Existing asphaltic concrete pavement would be removed and replaced as part of the renovation process; however, there is no net increase in impervious surfaces. The newly constructed impervious surfaces would drain away from the bay into a new stormwater sewer system, containing treatment systems such as water quality catch basins. After running through this system, the stormwater would be discharged into Yaquina Bay.

The applicant proposes to initiate construction on November 1, 2008 and work during the next two available Oregon Department of Fish and Wildlife in-water work periods (Nov. 1 through Feb. 15).

Alternatives: No alternative sites were considered as the applicant proposes to upgrade an existing facility. The applicant has provided an alternatives analysis report (Exhibit A) for the public's consideration.

Based on the pre-application meeting the Corps attended on August 6, 2008, it is our understanding that the applicant is seeking to mitigate the proposed deep water estuarine impacts through onsite piling removal and through offsite, out-of-kind mitigation. If a permit is issued, the Corps will determine what form(s) of compensatory mitigation is appropriate and practicable. The amount of compensatory mitigation required shall be commensurate with the anticipated impacts of the project.

Purpose: To renovate an existing international marine terminal facility.

Drawing(s): 17 drawings

Additional Information: Additional information may be obtained from Mr. James M. McMillan, U.S. Army Corps of Engineers at (503) 808-4376.

Authority: This permit will be issued or denied under the following:

Section 10, Rivers and Harbors Act 1899 (33 U.S.C. 403), for work in or affecting navigable waters of the United States.

AND

Section 404, Clean Water Act (33 U.S.C. 1344), for discharge of dredged or fill material into waters of the United States.

Water Quality Certification: A permit for the described work will not be issued until certification, as required under Section 401 of the Clean Water Act (P.L. 95-217), has been received or is waived from the certifying state. Attached is the state's notice advertising the request for certification.

Section 404(b)(1) Evaluation: The impact of the activity on the public interest will be evaluated in accordance with the Environmental Protection Agency guidelines pursuant to Section 404(b)(1) of the Clean Water Act.

Coastal Zone Management Act Certification: A permit for the described work will not be issued until the state has concurred with the applicant's certification that the described activity affecting land or water uses in the Coastal Zone complies with the State Coastal Zone Management Program. Section 307(c)(3) of the Coastal Zone Management Act of 1972, as amended by 16 U.S.C. 1456(c)(3) requires the applicant to provide a Certification of Consistency statement. If the state fails to concur or object to the certification statement within six months, state concurrence shall be conclusively presumed. Attached to this Public Notice is a notice of application for Certification of Consistency with the State's Coastal Zone Management Program.

Public Hearing: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

Endangered Species: Preliminary determinations indicate that the proposed activity may affect an endangered or threatened species or its critical habitat. Consultation under Section 7 of the Endangered Species Act of 1973 (87 Stat. 844) will be initiated. A permit for the proposed activity will not be issued until the consultation process is completed.

Cultural Resources: It is unknown if the described activity is located on property registered or eligible for registration in the latest published version of the National Register of Historic Places. However, the Corps believes that the permit area has been so extensively modified by modern development that little likelihood exists for the proposed project to affect an undisturbed historic property or any other type of cultural resource.

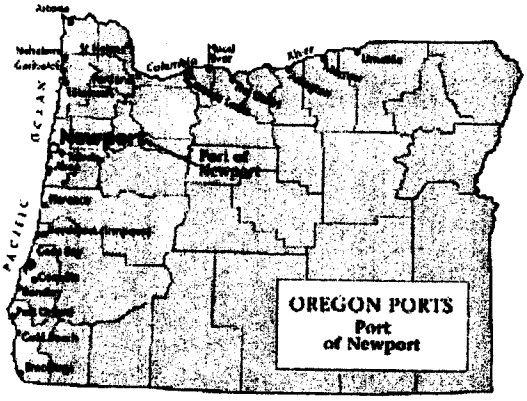
This notice has been provided to the State Historic Preservation Office, interested Native American Indian Tribes, and other interested parties. If you have information pertaining to cultural resources within the permit area, please provide this information to the Corps project manager (identified on page 1 of this notice) to assist in a complete evaluation of potential affects.

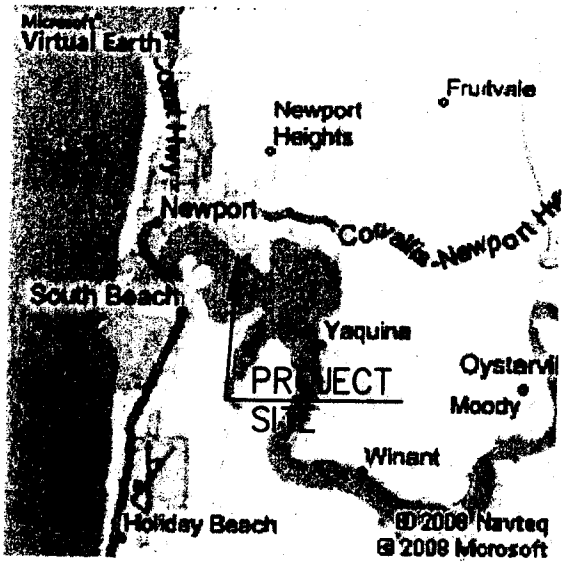
Evaluation: The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the described activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the described activity, must be balanced against its reasonably foreseeable detriments. All factors, which may be relevant to the described activity will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, consideration of property ownership and, in general, the needs and welfare of the people.

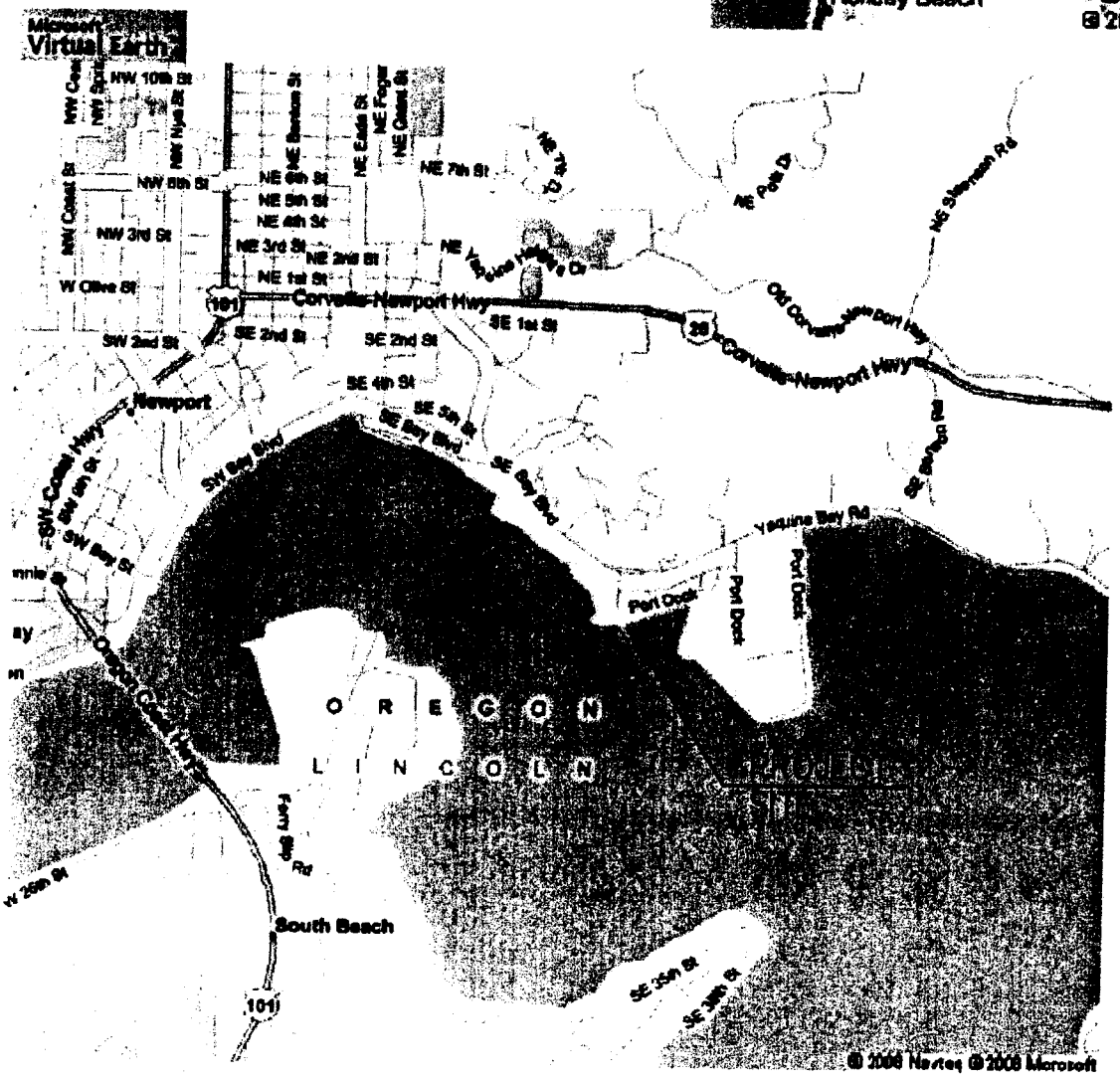
The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Additional Requirements: State law requires that leases, easements, or permits be obtained for certain works or activity in the described waters. These State requirements must be met, where applicable, and a Department of the Army permit must be obtained before any work within the applicable Statutory Authority, previously indicated, may be accomplished. Other local governmental agencies may also have ordinances or requirements, which must be satisfied before the work is accomplished.

LOCATION





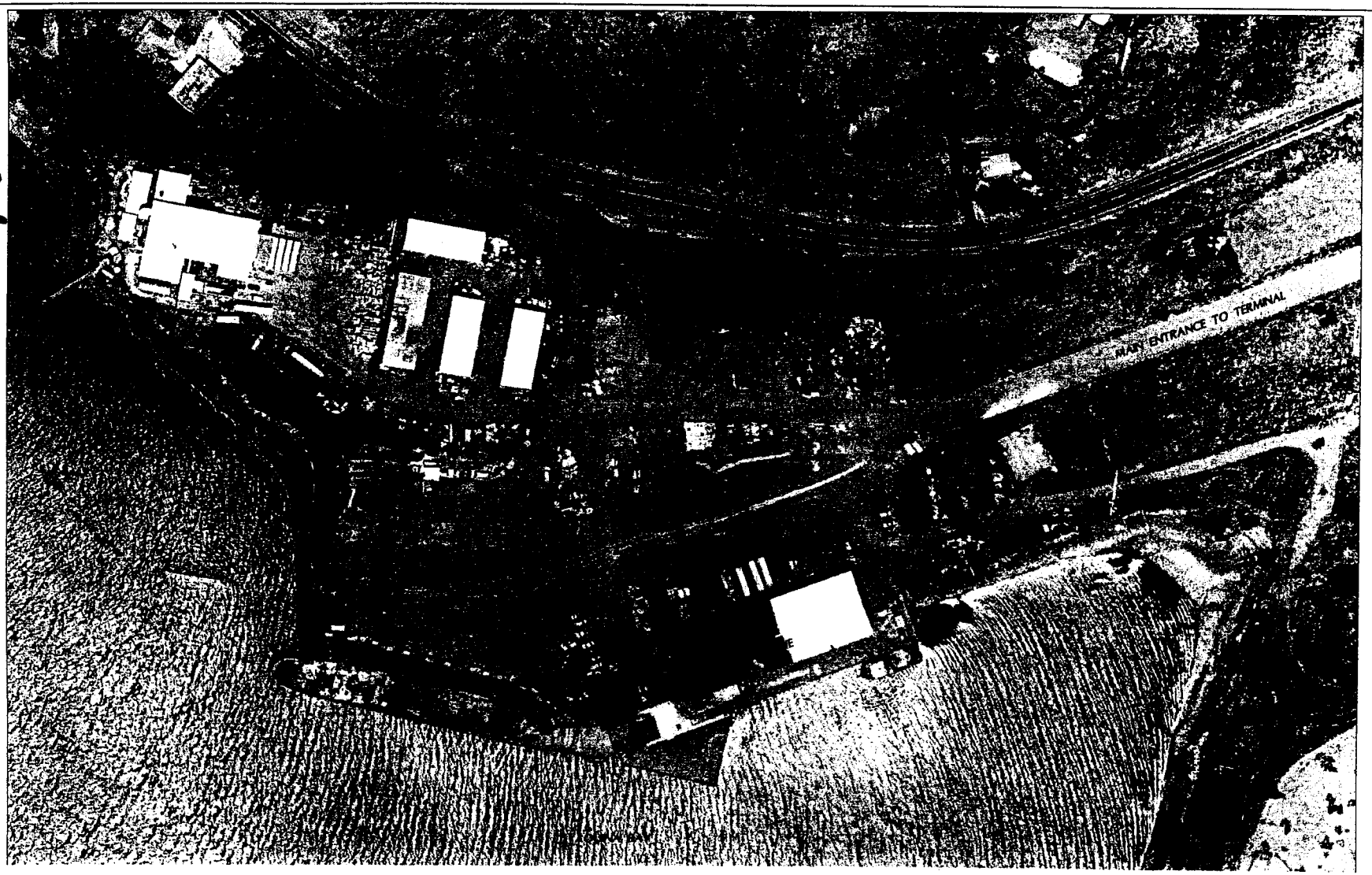


NORTH

kpff Consulting Engineers
Denver • Eugene • Everett • Irvine • Lacey • Long Beach • Los Angeles
New York • Pasadena • Phoenix • Portland • St. Louis • Sacramento
San Diego • San Francisco • Seattle • Tacoma • Walnut Creek

TITLE:	DATE:
LOCATION MAP REMOVAL–FILL JOINT PERMIT APPLICATION	8/15/08
PORT OF NEWPORT YAQUINA BAY, NEWPORT, OREGON	SHEET NO. C1.0

AERIAL



NORTH

SCALE

60 0 30 60 120

1 INCH = 60 FEET

REVISION	DATE	DESCRIPTION	BY

Port of Newport

kpff Consulting Engineers
601 City Street, Suite 101 Eugene, Oregon 97401
(541) 684-4900 Fax (541) 684-4909
Denver Eugene Los Angeles Pasadena Phoenix Portland St. Louis
Sacramento San Diego San Francisco Seattle Tacoma

FOR INFORMATION ONLY

JOB No.	307615.10
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DRAWN BY	JLH
CHECKED BY	MS
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PLOTTED BY	jholcomb
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TAB NAME	C1.1

Client Address

PORT OF NEWPORT
YAQUINA BAY, NEWPORT, OREGON

INTERNATIONAL TERMINAL RENOVATION
AERIAL PHOTO
REMOVAL-FILL JOINT PERMIT APPLICATION

SHEET NO
C1.1
SHEET OF 20
RECORD NO

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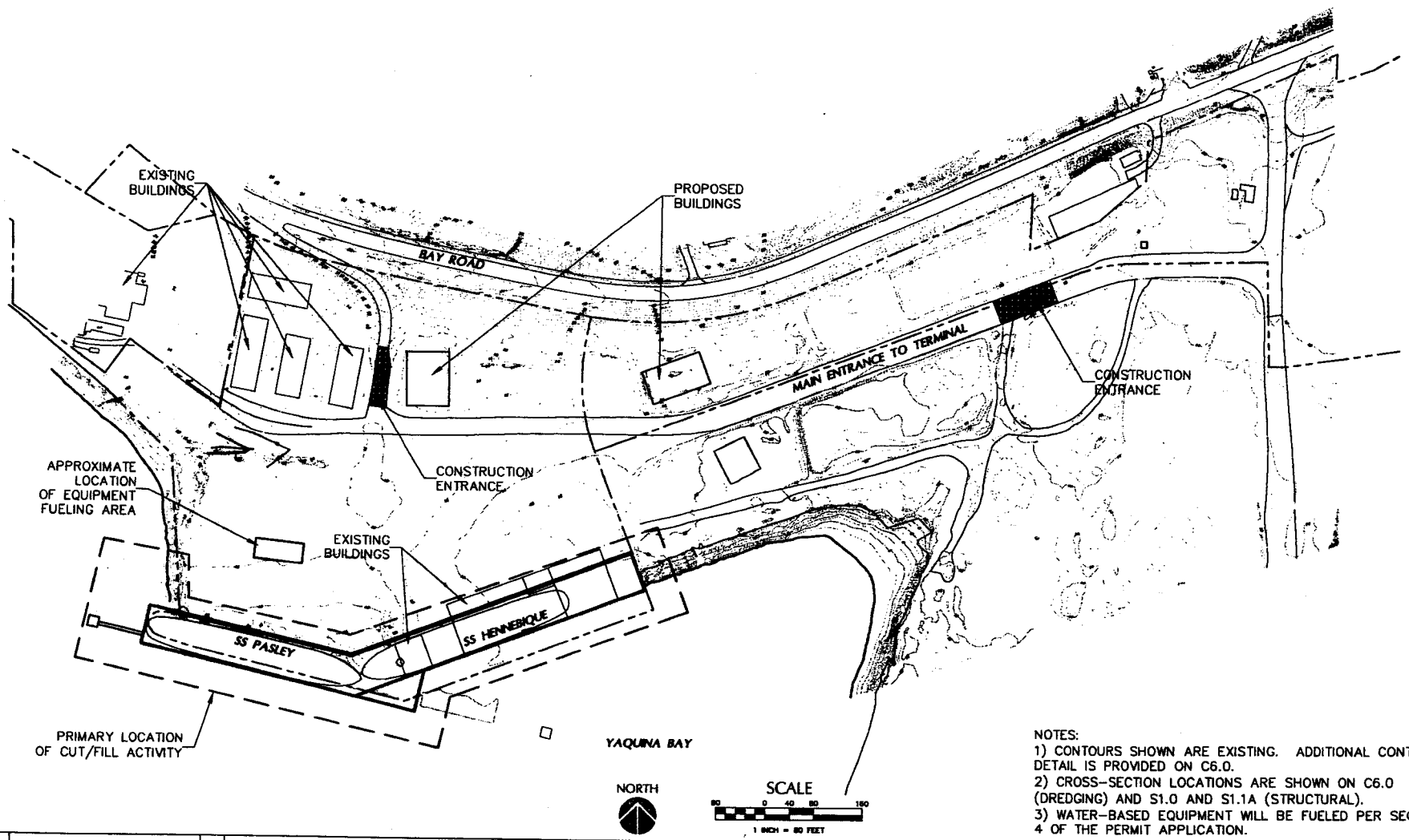

NOTES:
1) CONTOURS SHOWN ARE EXISTING. ADDITIONAL CONTOUR DETAIL IS PROVIDED ON C6.0.
2) CROSS-SECTION LOCATIONS ARE SHOWN ON C6.0 (DREDGING) AND S1.0 AND S1.1A (STRUCTURAL).
3) WATER-BASED EQUIPMENT WILL BE FUELED PER SECTION 4 OF THE PERMIT APPLICATION.

REVISION	DATE	DESCRIPTION	BY

Port of Newport

kpff Consulting Engineers

FOR INFORMATION ONLY

JOB No.: 307815.10
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CHECKED BY: MB
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PLOTTED BY: jholcomb
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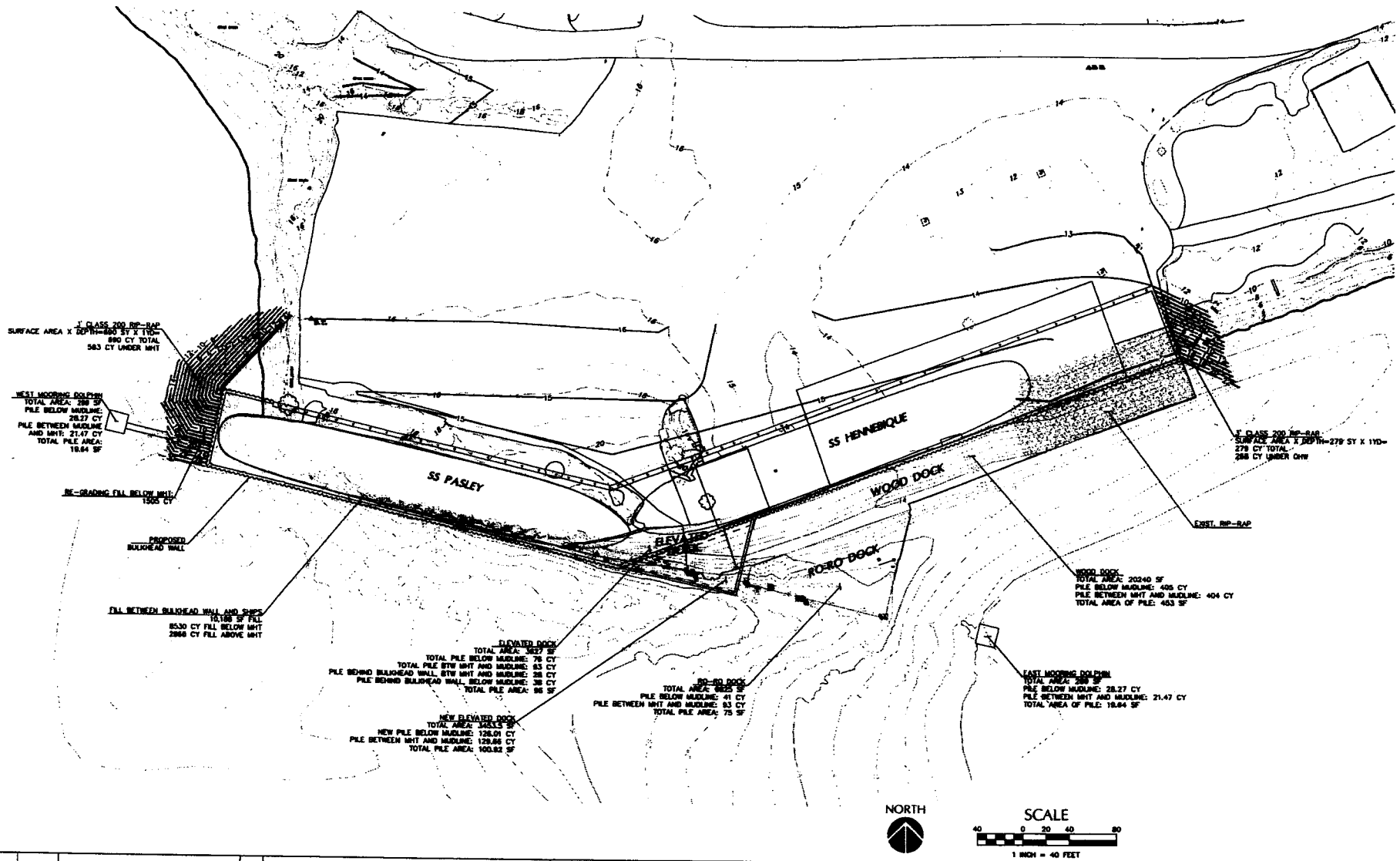
TAB NAME: C2.0

PORT OF NEWPORT
YAQUINA BAY, NEWPORT, OREGON
INTERNATIONAL TERMINAL RENOVATION
SITE PLAN

SHEET NO.
C2.0
SHEET OF 20
RECORD NO.



Port of Newport

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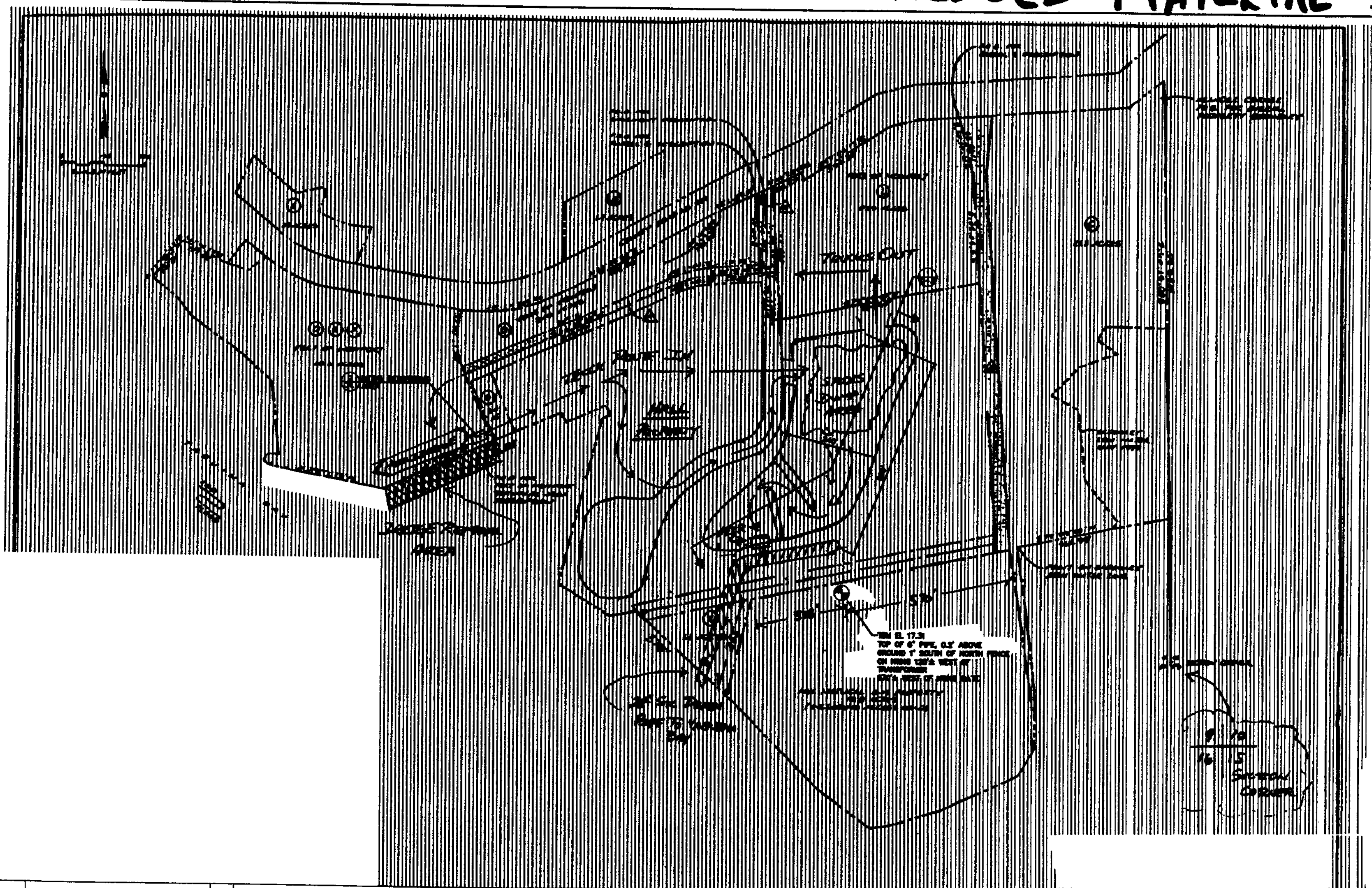
PRELIMINARY NOT FOR CONSTRUCTION

PORT OF NEWPORT
YAQUINA BAY, NEWPORT, OREGON
INTERNATIONAL TERMINAL RENOVATION
JPA QUANTITIES

C3.0

DREDGED MATERIAL DISPOS



REVISION	DATE	DESCRIPTION	BY

Port of Newport

kpff Consulting Engineers

PRELIMINARY NOT FOR CONSTRUCTION

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CHECKED BY:	MB
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DWG NAME:	7815DREDGE-SPOILS-DT.dwg
TAB NAME:	C4.0

PORT OF NEWPORT
YAQUINA BAY, NEWPORT, OREGON
INTERNATIONAL TERMINAL RENOVATION
DISPOSAL SITE MAP

SHEET NO. C4.0

SHEET 11 OF 41

RECORD NO.

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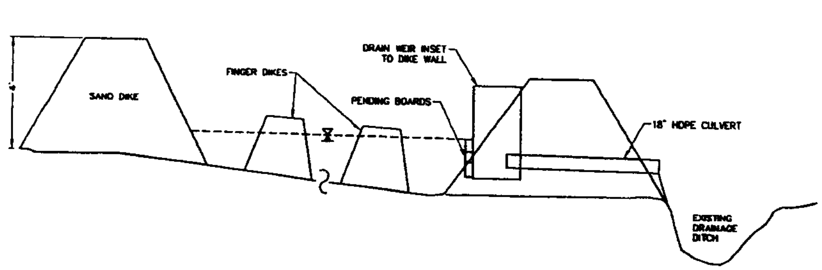

1 C4.1 DISPOSAL SITE CROSS SECTION
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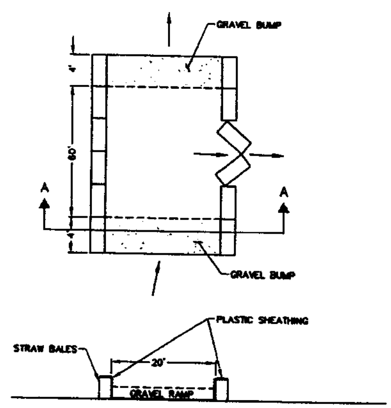

SECTION A

2 C4.1 INITIAL DEWATERING AREA
N.T.S.

REVISION	DATE	DESCRIPTION	BY

Port of Newport

kpff Consulting Engineers

PRELIMINARY NOT FOR CONSTRUCTION

JOB No.:	207815.10
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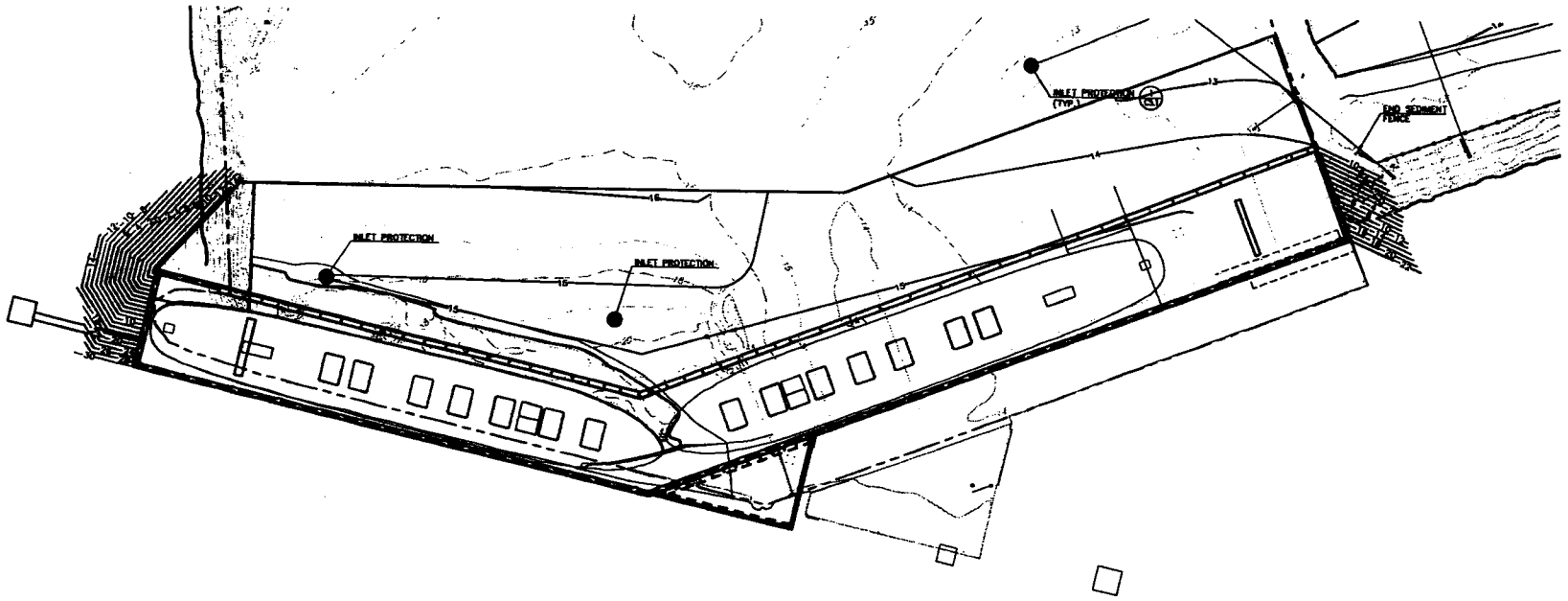
PORT OF NEWPORT
YAQUINA BAY, NEWPORT, OREGON
INTERNATIONAL TERMINAL RENOVATION
DISPOSAL SITE MAP

SHEET NO. C4.1
SHEET OF 41
RECORD NO.



NOTE:

1. SEE SHEET C2.0 FOR THE LOCATION CONSTRUCTION ACCESS POINTS FOR THE SITE.

NORTH

SCALE
40 0 20 40 80
1 INCH = 40 FEET

REVISION	DATE	DESCRIPTION	BY

Port of Newport

kpff Consulting Engineers

JOB No.:	307815.10
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CHECKED BY:	MB
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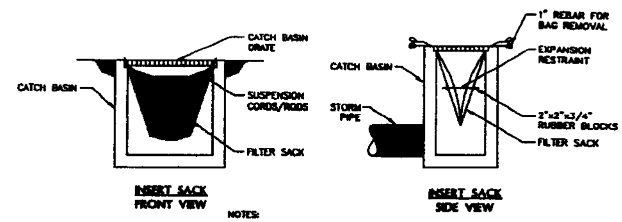
PORT OF NEWPORT
YAQUINA BAY, NEWPORT, OREGON
INTERNATIONAL TERMINAL RENOVATION
EROSION AND SEDIMENTATION CONTROL PLAN

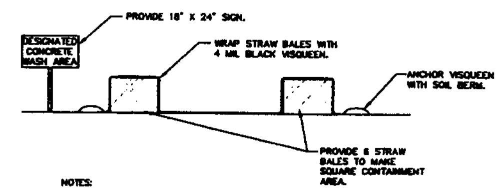
SHEET NO.
C5.0
SHEET OF 20
RECORD NO.



NOTES:

1. INSTALL FILTER FABRIC INLET PROTECTION ON ALL NEW INLETS CONSTRUCTED ON PROJECT.

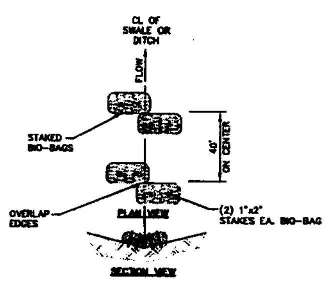
(1 / C5.1) INLET PROTECTION
N.T.S.



NOTES:

1. INSTALL A CONCRETE WASH OUT, CONSTRUCTED WITH STRAW BALES, LINED WITH PLASTIC, AND A VISIBLE SIGN STATING, "DESIGNATED CONCRETE WASH AREA." LOCATE THE WASH OUT IN A PLACE THAT WILL BE ACCESSIBLE TO CONCRETE TRUCKS SIZE TO THE PROJECT.

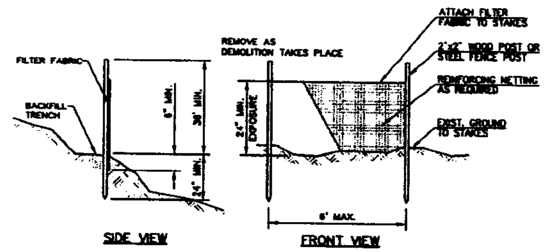
(2 / C5.1) CONCRETE WASH AREA DETAIL
N.T.S.



NOTES:

1. STAKING OF BAGS REQUIRED USING (2) 1" x 2" WOOD STAKES OR APPROVED EQUAL PER BAG.
2. DRIVE STAKES MINIMUM 12" INTO GROUND SURFACE.

(3 / C5.1) BIO-BAG CHECK DAMS
N.T.S.

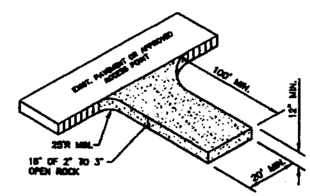


NOTES:

1. INSTALLATION SHALL FOLLOW THE MANUFACTURER'S RECOMMENDATIONS.
2. FILTER FABRIC – USE MINIMUM OF 36" WIDE ROLLS.

(4 / C5.1) SEDIMENT FENCE
N.T.S.

(5 / C5.1) NOT USED
N.T.S.



(6 / C5.1) CONSTRUCTION ENTRANCE
N.T.S.

REVISION	DATE	DESCRIPTION	BY

Port of Newport

kpff Consulting Engineers

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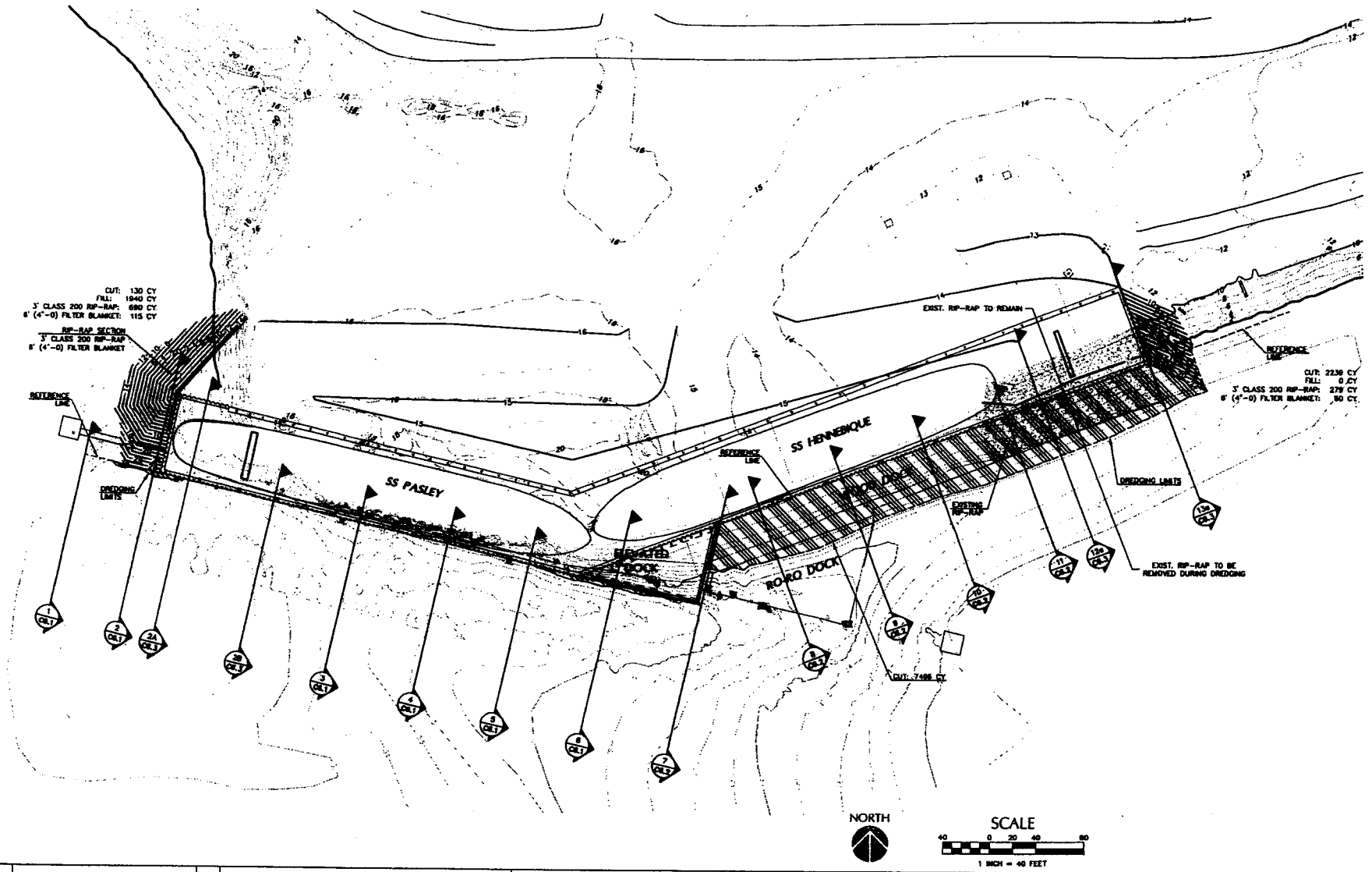
PORT OF NEWPORT
YAQUINA BAY, NEWPORT, OREGON
INTERNATIONAL TERMINAL RENOVATION
EROSION AND SEDIMENTATION CONTROL DETAILS

SHEET NO. C5.1
SHEET OF 20

DREDGE AREA



REVISION	DATE	DESCRIPTION	BY

Port of Newport

kpff Consulting Engineers

PRELIMINARY NOT FOR CONSTRUCTION

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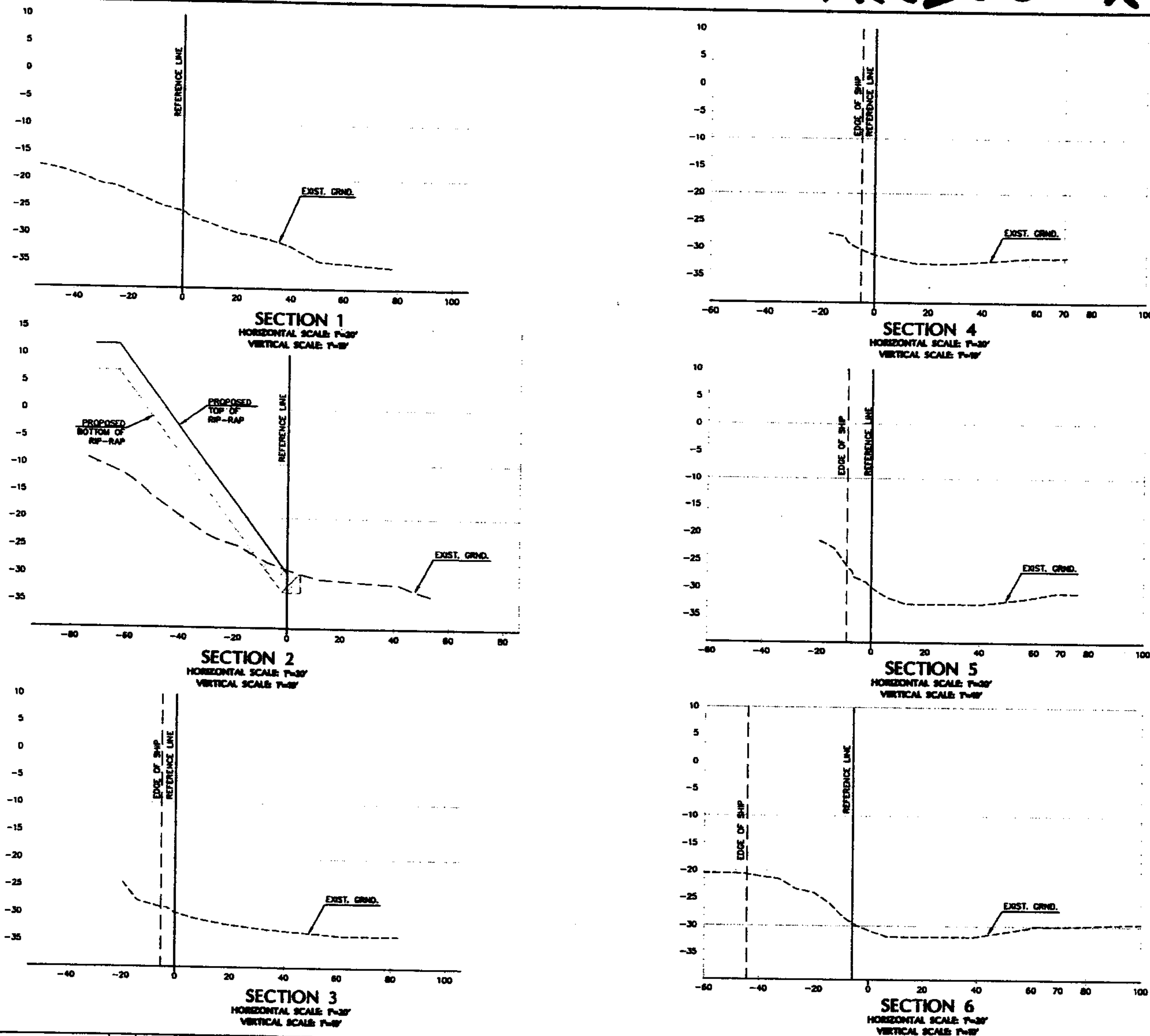
TAB NAME:	C6.0

PORT OF NEWPORT
YAQUINA BAY, NEWPORT, OREGON
INTERNATIONAL TERMINAL RENOVATION
DREDGE PLAN

SHEET NO. C6.0
SHEET OF 41
RECORD NO.

DREDGE X-SECTIONS



LEGEND:

AREA TO BE DREDGED

NOTES:

1. PASLEY: DREDGE TO -30
2. HENNEBIQUE: DREDGE TO -22

REVISION	DATE	DESCRIPTION	BY

Port of Newport

kpff Consulting Engineers

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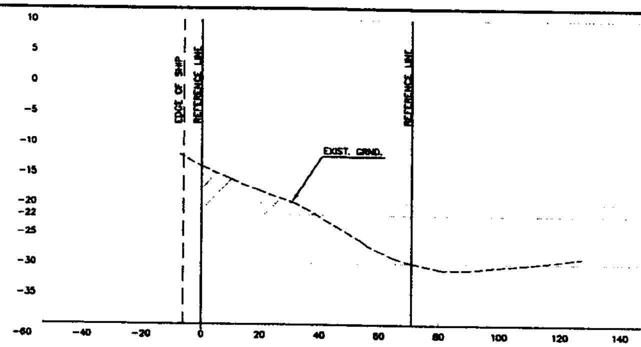
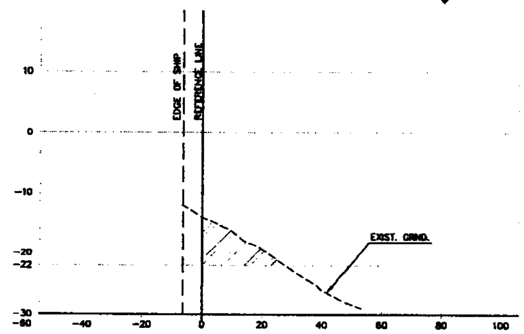
PORT OF NEWPORT
YAQUINA BAY, NEWPORT, OREGON
INTERNATIONAL TERMINAL RENOVATION
DREDGING SECTIONS

SHEET NO. C6.1
SHEET 16 OF 41

DREDGE X-SECTIONS



SECTION 7
HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=10'



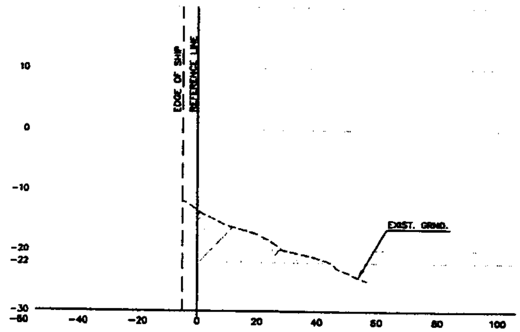
SECTION 7A
HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=10'

LEGEND:

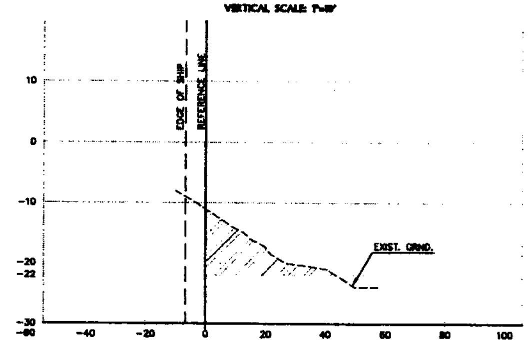
AREA TO BE DREDGED

NOTES:

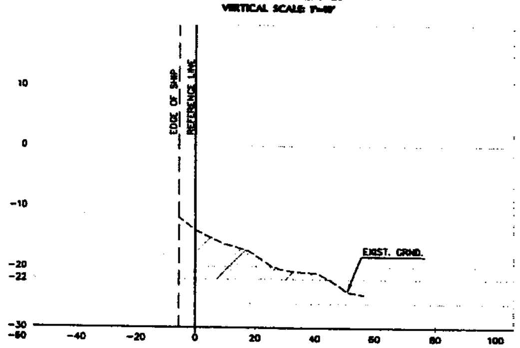
1. PASLEY: DREDGE TO -30
2. HENNEBIQUE: DREDGE TO -22



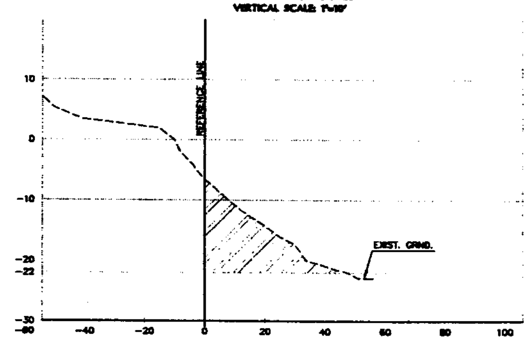
SECTION 8
HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=10'



SECTION 10
HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=10'



SECTION 9
HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=10'



SECTION 11
HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=10'

REVISION	DATE	DESCRIPTION	BY

Port of Newport

kpff Consulting Engineers

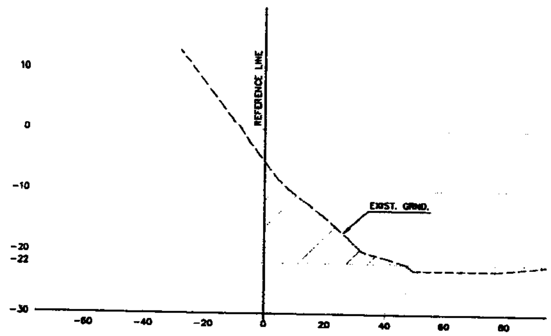
PRELIMINARY NOT FOR CONSTRUCTION

JOB No.:	307815.10
DESIGNED BY:	BM
DRAWN BY:	AMF
CHECKED BY:	MS
PLOT DATE:	8/15/08 6:34pm
PLOTTED BY:	jholcomb
DWG NAME:	7815dredge1.dwg
TAB NAME:	C6.2

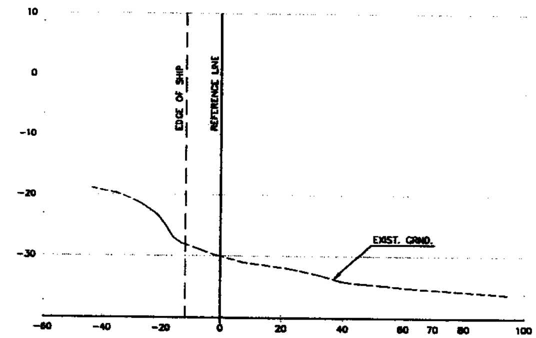
PORT OF NEWPORT
YAQUINA BAY, NEWPORT, OREGON
INTERNATIONAL TERMINAL RENOVATION
DREDGING SECTIONS

SHEET NO.
C6.2
SHEET OF 41
RECORD NO.

DREDGE X-SECTIONS



SECTION 12a
HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'



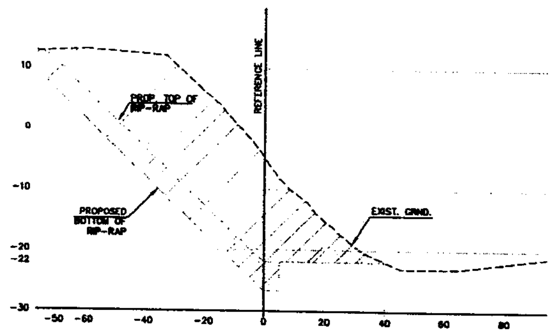
SECTION 2A
HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'

LEGEND:

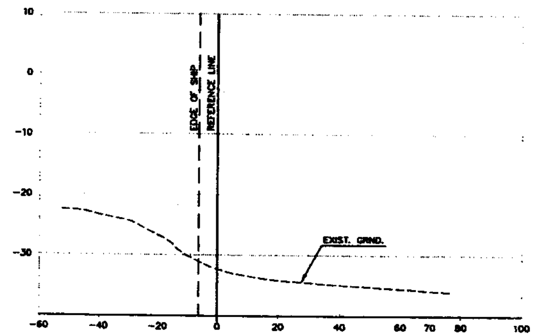
AREA TO BE DREDGED

NOTES:

1. PASLEY: DREDGE TO -30
2. HENNEBIQUE: DREDGE TO -22



SECTION 13A
HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'



SECTION 2B
HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'

REVISION	DATE	DESCRIPTION	BY

Port of Newport

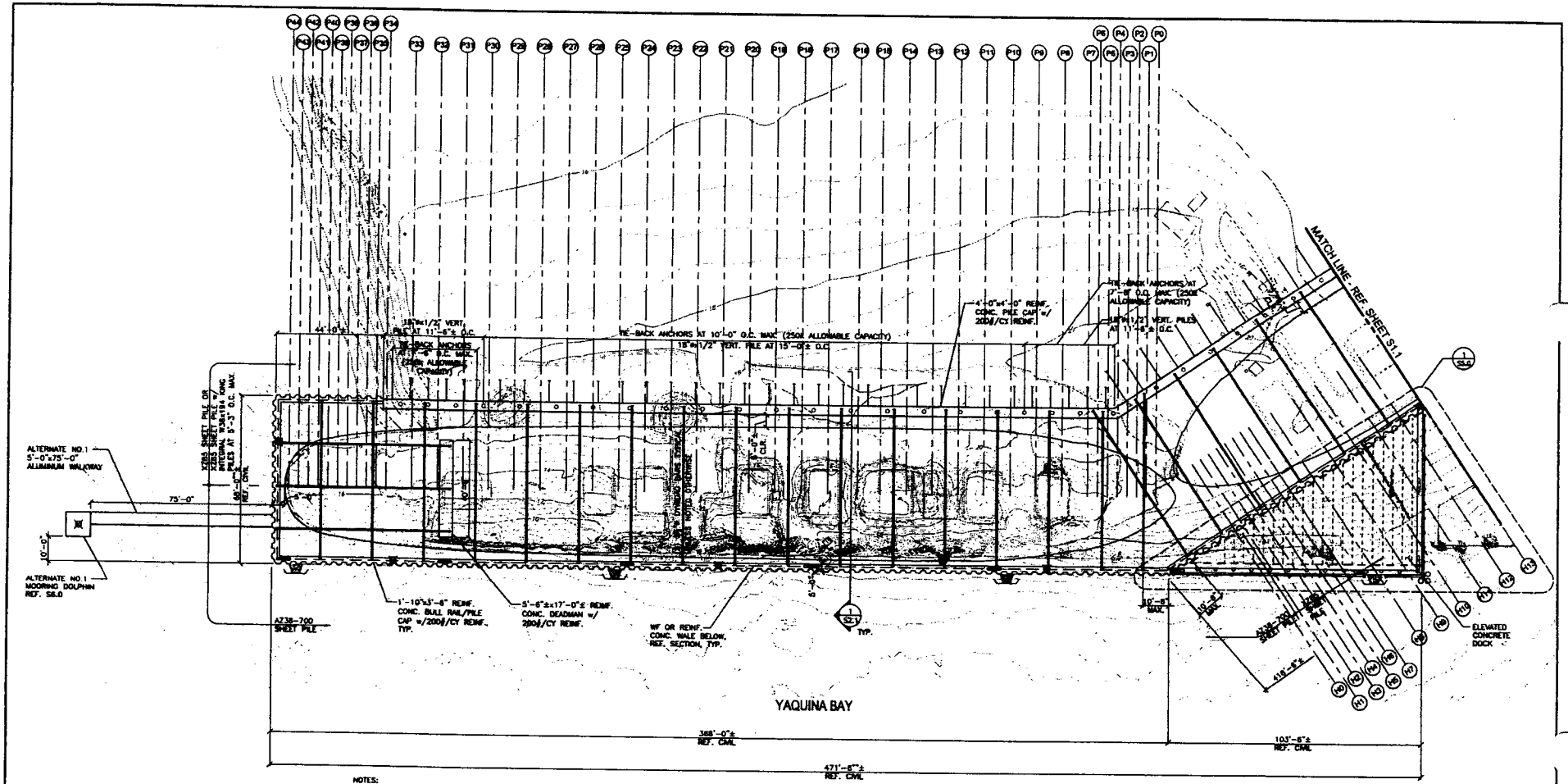
kpff Consulting Engineers

PRELIMINARY NOT FOR CONSTRUCTION

JOB No.:	307815.10
DESIGNED BY:	BH
DRAWN BY:	AMF
CHECKED BY:	MS
PLOT DATE:	8/16/08 6:38pm
PLOTTED BY:	jholcomb
DWG NAME:	7815dredge1.dwg
TAB NAME:	C6.3

PORT OF NEWPORT
YAQUINA BAY, NEWPORT, OREGON
INTERNATIONAL TERMINAL RENOVATION
DREDGING SECTIONS

SHEET NO. C6.3
SHEET OF 41



NOTES:

1. (PX) INDICATES SHIP'S FRAME NUMBER ON PASLEY.
2. (HX) INDICATES SHIP'S FRAME NUMBER ON HENNEBIQUE.
3. INDICATES NEW 100 TON SINGLE BIT BOLLARD BY MARITIME INTERNATIONAL, OR APPROVED EQUAL. (10 LOCATIONS)
4. INDICATES 30" MOORING CLEAT TYPE C-30-1 BY MARITIME INTERNATIONAL, OR APPROVED EQUAL, AT 50'-0" O.C. MAX.
5. DYWIDAG BARS SHALL BE DOUBLE CORROSION PROTECTION.
6. PROVIDE MECHANICAL COUPLERS RECOMMENDED BY DYWIDAG MFR., AT ALL DYWIDAG BAR SPLICES.
7. INDICATES FENDER WITH UHMW FACED PANEL BY MARITIME INTERNATIONAL, OR APPROVED EQUAL, (4) LOCATIONS.
8. PROVIDE THE FOLLOWING CORROSION PROTECTION: IMPRESSED CURRENT SYSTEM.
9. FOR TYPICAL SHEET PILE SAFETY LADDER DETAIL REF. 1/S4.4. REF. CIVIL DRAWINGS FOR LOCATIONS.
10. PROVIDE SHEET PILE DRAWS PER 2/S4.4 AS REQUIRED TO RELIEVE WATER HEAD DIFFERENTIAL LOADING ON SHEET PILES DURING CONSTRUCTION.
11. LOCK OFF ALL DYWIDAG BARS AT 55 KIPS.
12. REFERENCE CIVIL FOR NEW GRADING PLANS.

1 PLAN - PASLEY
1"=20'

N

REVISION	DATE	DESCRIPTION	BY

Port of Newport

kpff Consulting Engineers
111 SW Fifth Avenue, Suite 2500 Portland, OR 97204-3675
(503) 227-3251 FAX (503) 274-1851
Denver Eugene Los Angeles Pasadena Phoenix Portland St. Louis
Sacramento San Diego San Francisco Seattle Tacoma

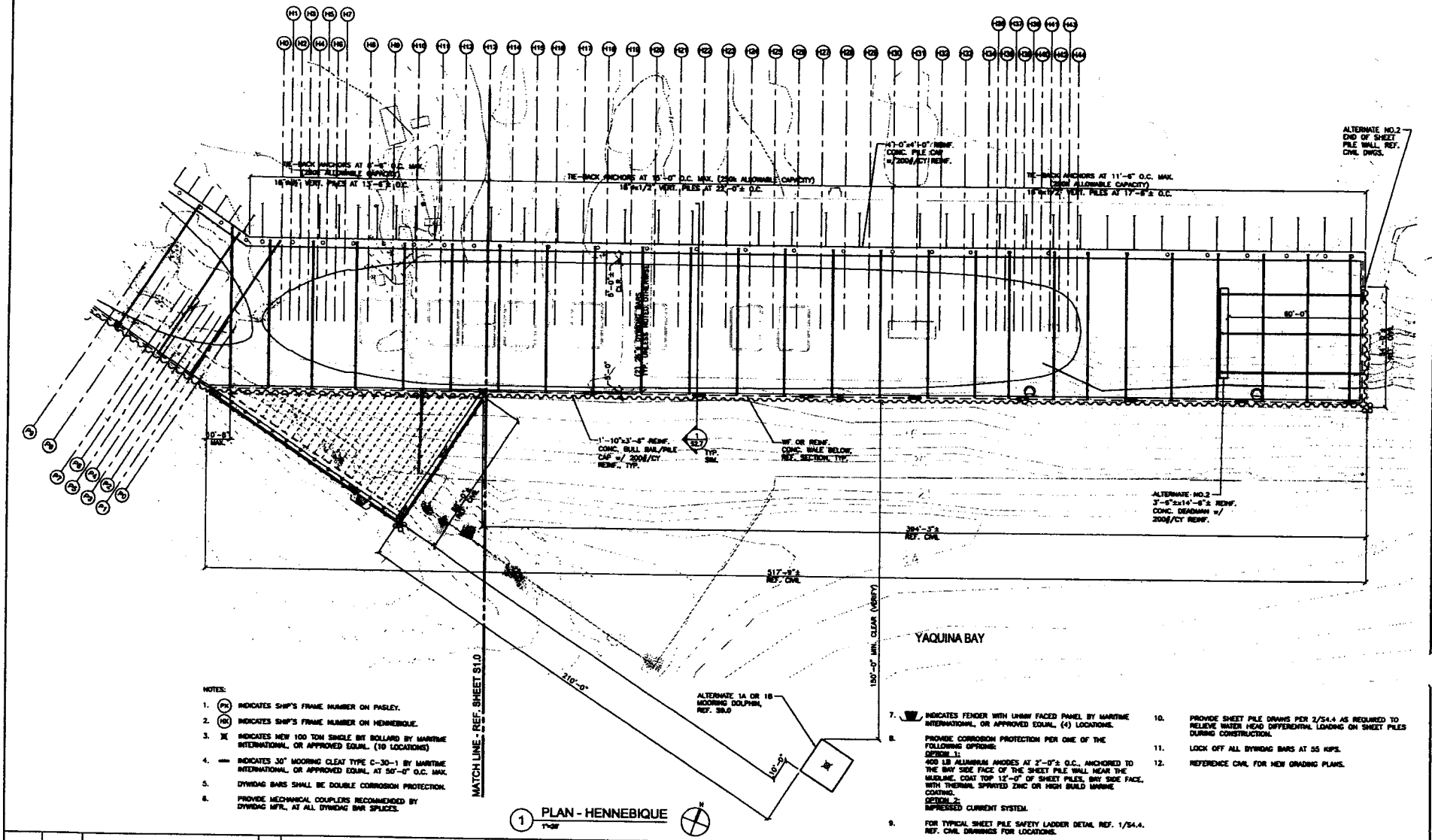
PRELIMINARY NOT FOR CONSTRUCTION

JOB No.:	20715A
DESIGNED BY:	T.J.R
DRAWN BY:	J.S.W
CHECKED BY:	C.J.T
PLOT DATE:	9/14/05 2:55pm
PLOTTED BY:	jwilson
DWG NAME:	7154-S1-0.dwg
TAB NAME:	Layout1

Client Address

PORT OF NEWPORT
YAQUINA BAY, NEWPORT, OREGON
INTERNATIONAL TERMINAL RENOVATION
STRUCTURAL PLAN - DOWNSTREAM (PASLEY)

SHEET NO.
S1.0
SHEET OF
RECORD SET



1 PLAN - HENNEBIQUE
1"=30'

NOTES:

1. (PX) INDICATES SHIP'S FRAME NUMBER ON PASLEY.
2. (HX) INDICATES SHIP'S FRAME NUMBER ON HENNEBIQUE.
3. INDICATES NEW 100 TON SINGLE BIT BOLLARD BY MARITIME INTERNATIONAL, OR APPROVED EQUAL. (10 LOCATIONS)
4. INDICATES 30" MOORING CLEAT TYPE C-30-1 BY MARITIME INTERNATIONAL, OR APPROVED EQUAL, AT 50'-0" O.C. MAX.
5. DYWIDAG BARS SHALL BE DOUBLE CORROSION PROTECTION.
6. PROVIDE MECHANICAL COUPLERS RECOMMENDED BY DYWIDAG MFR., AT ALL DYWIDAG BAR SPLICES.
7. INDICATES FENDER WITH UHMW FACED PANEL BY MARITIME INTERNATIONAL, OR APPROVED EQUAL, (4) LOCATIONS.
8. PROVIDE CORROSION PROTECTION PER ONE OF THE FOLLOWING OPTIONS:
   OPTION 1:
   400 LB ALUMINUM ANODES AT 2'-0"± O.C., ANCHORED TO THE BAY SIDE FACE OF THE SHEET PILE WALL NEAR THE MUDLINE. COAT TOP 12'-0" OF SHEET PILES, BAY SIDE FACE, WITH THERMAL SPRAYED ZINC OR HIGH BUILD MARINE COATING.
   OPTION 2:
   IMPRESSED CURRENT SYSTEM.
9. FOR TYPICAL SHEET PILE SAFETY LADDER DETAIL REF. 1/S4.4. REF. CIVIL DRAWINGS FOR LOCATIONS.
10. PROVIDE SHEET PILE DRAWS PER 2/S4.4 AS REQUIRED TO RELIEVE WATER HEAD DIFFERENTIAL LOADING ON SHEET PILES DURING CONSTRUCTION.
11. LOCK OFF ALL DYWIDAG BARS AT 55 KIPS.
12. REFERENCE CIVIL FOR NEW GRADING PLANS.

REVISION	DATE	DESCRIPTION	BY

Port of Newport

kpff Consulting Engineers

PRELIMINARY NOT FOR CONSTRUCTION

JOB No.:	28F164
DESIGNED BY:	T.R
DRAWN BY:	JBW
CHECKED BY:	C.F
PLOT DATE:	6/14/08 2:01pm
PLOTTED BY:	jwilkes
DWG NAME:	7164-S1-1A.dwg
TAB NAME:	Layout1

Client Address

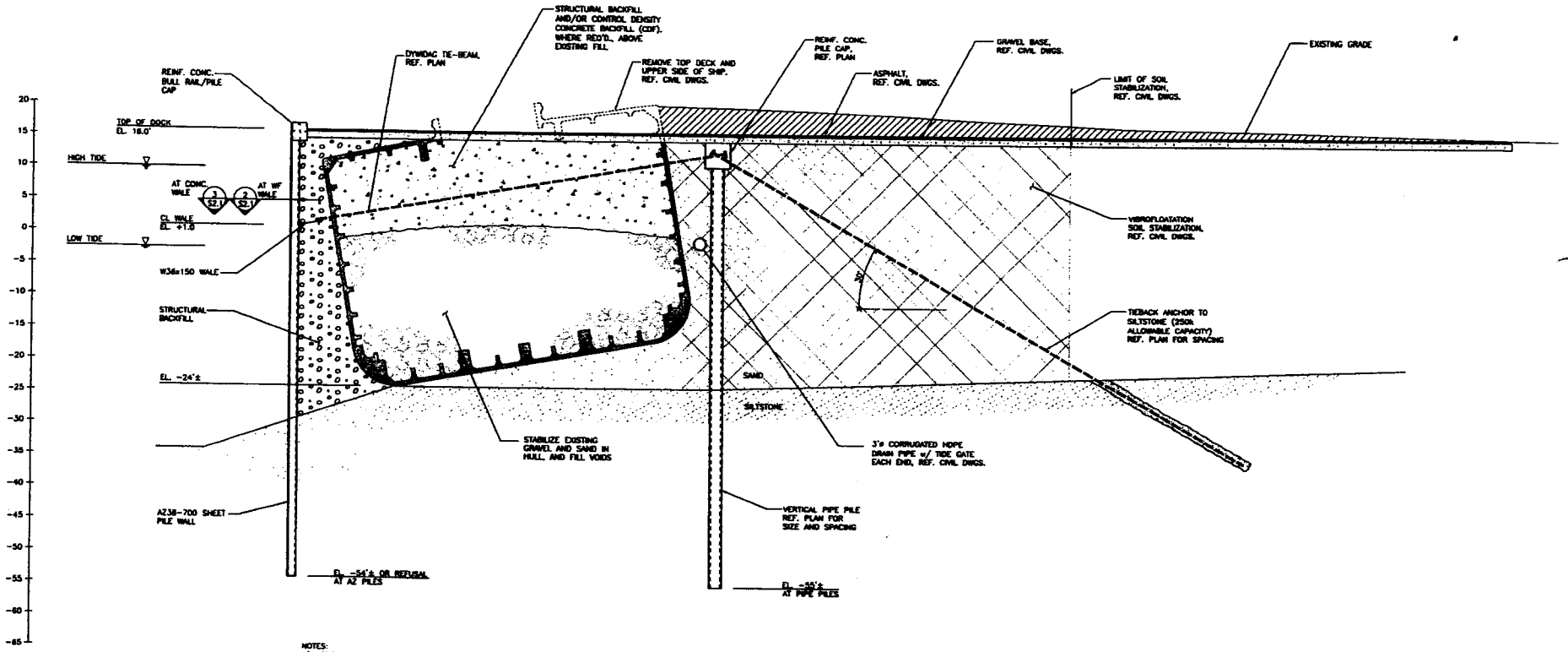
PORT OF NEWPORT
YAQUINA BAY, NEWPORT, OREGON

INTERNATIONAL TERMINAL RENOVATION
ALTERNATE NO.2
STRUCTURAL PLAN - UPSTREAM (HENNEBIQUE)

SHEET NO. S1.1A

SHEET OF

RECORD NO.



NOTES:
1. MAXIMUM FILL HEIGHT BEHIND SHEET PILE WALL=EL. +1.0.
2. INSTALL SHEETS PER EITHER OF THE FOLLOWING:
   WITHOUT TEMPORARY WALE:
   DRIVE SHEETS AT 1.1°± ANGLE LEANING TOWARDS SHIP. FILL AS REQUIRED NOT TO EXCEED MAXIMUM FILL HEIGHT AND INSTALL PERMANENT WALE.
   WITH TEMPORARY WALE:
   DRIVE SHEETS VERTICALLY. INSTALL W14x61 TEMPORARY WALE. FILL AS REQUIRED NOT TO EXCEED MAXIMUM FILL HEIGHT AND INSTALL PERMANENT WALE.

1 CROSS SECTION - FRAME P20

1/8"=1'-0"

NOTES:

1. ▨ INDICATES AREA OF EXCAVATION. REF. CIVIL DRAWINGS.

REVISION	DATE	DESCRIPTION	BY

Port of Newport

kpff Consulting Engineers

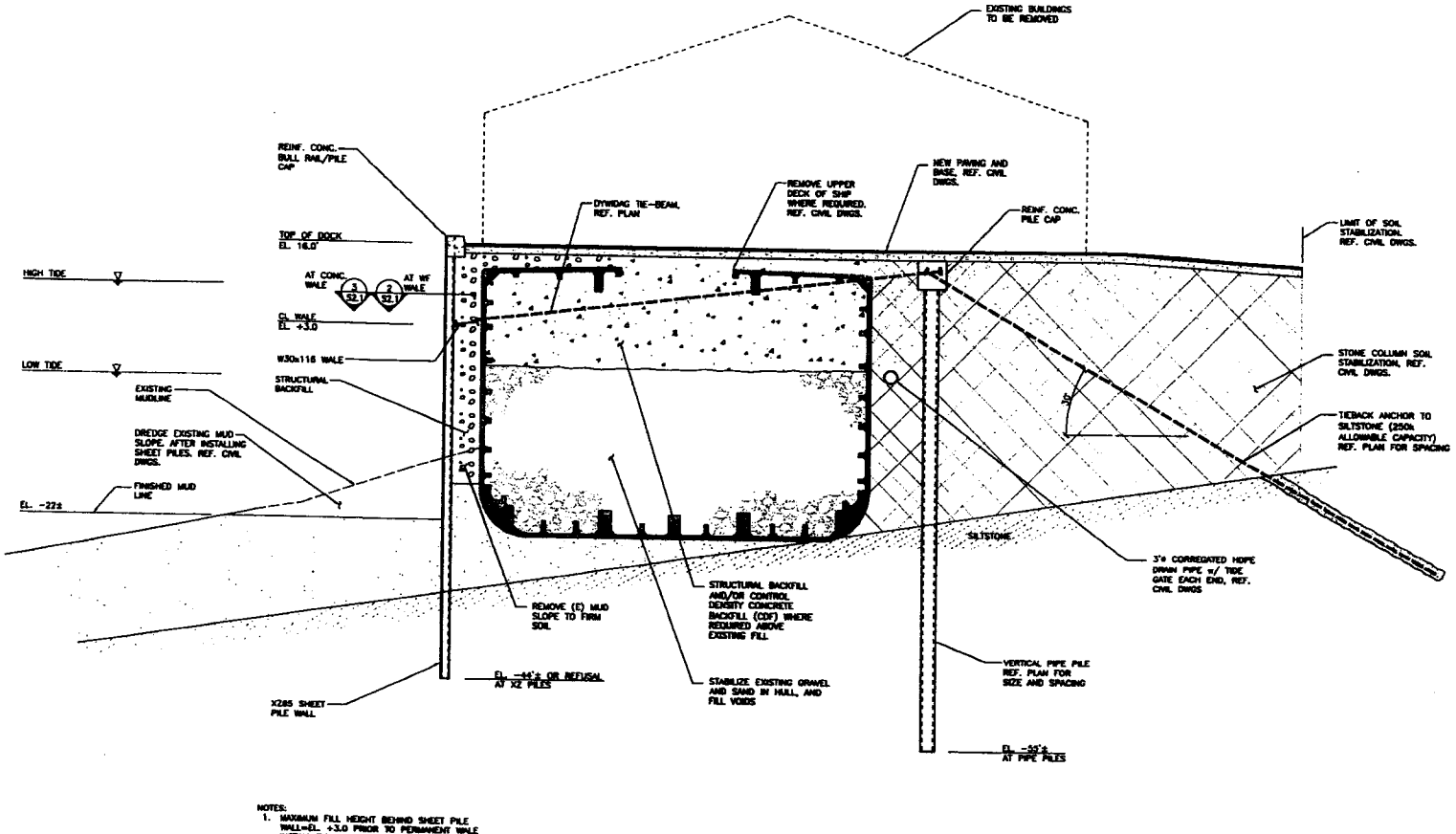
PRELIMINARY NOT FOR CONSTRUCTION

JOB No.:	397154
DESIGNED BY:	T.R.
DRAWN BY:	JBW
CHECKED BY:	C.J.T.
PLOT DATE:	8/14/03 3:05pm
PLOTTED BY:	jwilkes
DWG NAME:	7154-S2-1.dwg
XRS NAME:	Layout1

Client Address

PORT OF NEWPORT
YAQUINA BAY, NEWPORT, OREGON
INTERNATIONAL TERMINAL RENOVATION
CROSS SECTION - FRAME P20

SHEET NO.
S2.1
SHEET OF
RECORD NO.



NOTES:
1. MAXIMUM FILL HEIGHT BEHIND SHEET PILE WALL=EL. +3.0 PRIOR TO PERMANENT WALE INSTALLATION.
2. INSTALL SHEETS PER EITHER OF THE FOLLOWING:
   WITHOUT TEMPORARY WALE:
   DRIVE SHEETS AT 0.5°± ANGLE LEANING TOWARDS SHIP. FILL AS REQUIRED NOT TO EXCEED MAXIMUM FILL HEIGHT AND INSTALL PERMANENT WALE.
   WITH TEMPORARY WALE:
   DRIVE SHEETS VERTICALLY. INSTALL W12x40 TEMPORARY WALE. FILL AS REQUIRED NOT TO EXCEED MAXIMUM FILL HEIGHT AND INSTALL PERMANENT WALE.

1 CROSS SECTION - FRAME H20

1/8"=1'-0"

REVISION	DATE	DESCRIPTION	BY

Port of Newport

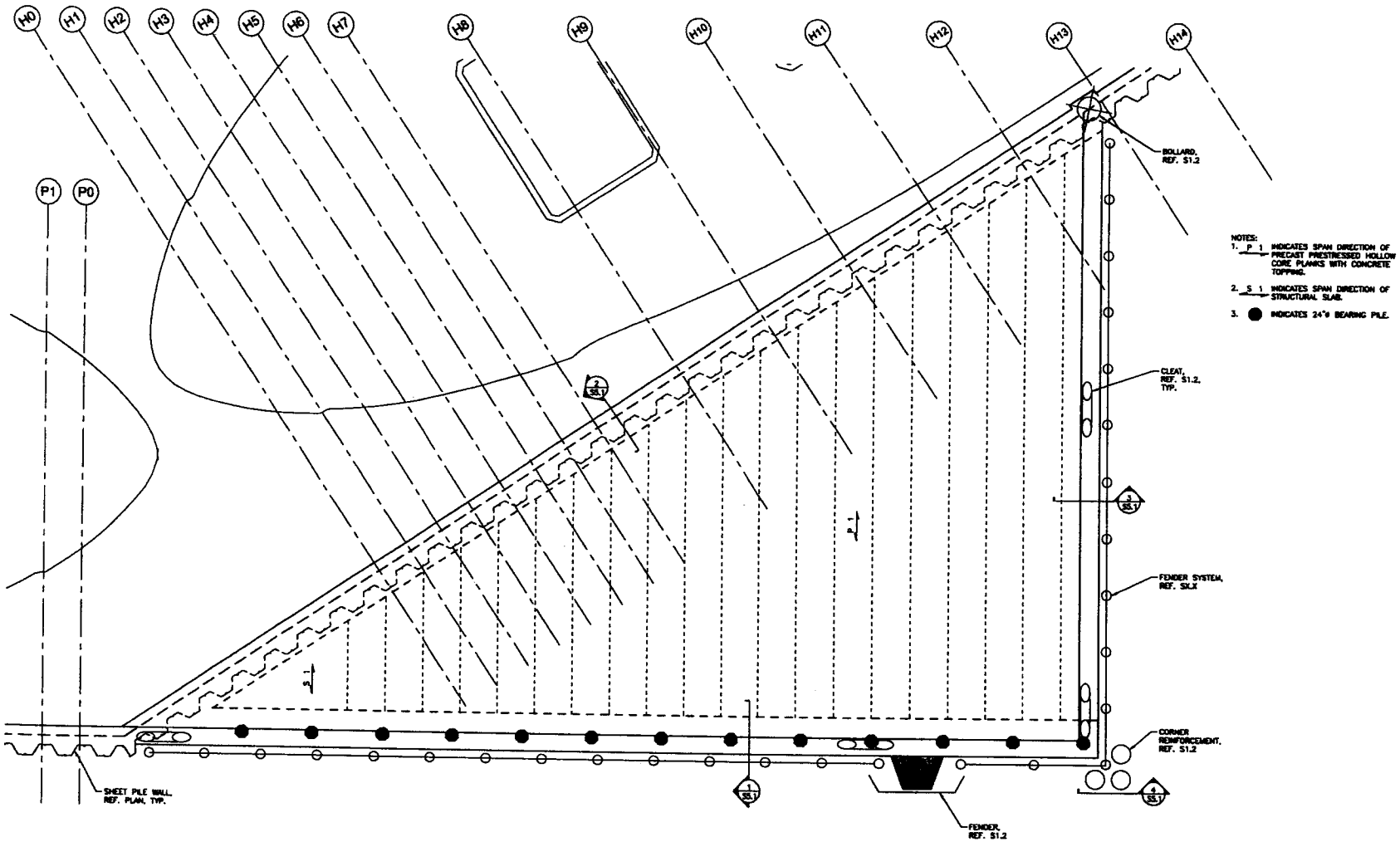
kpff Consulting Engineers

PRELIMINARY NOT FOR CONSTRUCTION

JOB No.:	207154
DESIGNED BY:	TJR
DRAWN BY:	JBW
CHECKED BY:	CJT
PLOT DATE:	8/14/08 3:04pm
PLOTTED BY:	jwilliam
DWG NAME:	7154-S2-4.dwg
TAB NAME:	Layout1

PORT OF NEWPORT
YAQUINA BAY, NEWPORT, OREGON
INTERNATIONAL TERMINAL RENOVATION
CROSS SECTION - FRAME H20

SHEET NO.
S2.4
SHEET OF
RECORD NO.



1 ELEVATED DOCK PLAN

3/16"=1'-0"

REVISION	DATE	DESCRIPTION	BY

Port of Newport

kpff Consulting Engineers

PRELIMINARY NOT FOR CONSTRUCTION

JOB No.:	207164
DRAWN BY:	JBW
CHECKED BY:	CJT
PLOT DATE:	5/14/08 3:49pm
PLOTTED BY:	jwilkes
DWG NAME:	7164-S5-0.dwg
TAB NAME:	Layout1

Client Address

PORT OF NEWPORT
YAQUINA BAY, NEWPORT, OREGON
INTERNATIONAL TERMINAL RENOVATION
ELEVATED DOCK PLAN

SHEET NO.
S5.0
SHEET X OF
RECORD SET
XX/XX/XX

Port of Newport
International Terminal Renovation
Design Alternative Evaluation Matrix
Table 2

	Alternative Combinations													
Criteria	P1/H1 and H2	P1A/H1 and H2	P1C/H1 and H2	P1D/H1 and H2	P2/H1 and H2	P2/H3	P2/H3 (Preferred Alternative)	P2B/H3A	P3/H1 and H2	P4/H1 and H2	P6/H1 and H2	P6A/H1 and H2	P7/H4	Comments
Description	Toe-wall with jet grout and CDF at Pasley. Rip Rap Slope at Hennebique.	Drilled shaft with jet grout and CDF at Pasley. Rip rap slope at Hennebique.	Tie-back anchors with jet grout and CDF at Pasley. Rip rap slope at Hennebique.	Bulkhead wall with jet grout and CDF at Pasley. Rip rap slope at Hennebique.	Bulkhead wall at Pasley. Rip rap slope at Hennebique.	Bulkhead wall at Pasley. Bulkhead wall at Hennebique.	Bulkhead wall at Pasley. Bulkhead wall at Hennebique. Modified with reduced scope.	Concrete bulkhead wall at Pasley. Concrete bulkhead wall at Hennebique.	Clear span dock structure at Pasley. Rip rap slope at Hennebique.	Maintain existing high dock at Pasley. Rip rap slope at Hennebique.	Remove Pasley. Rip rap slope at Hennebique. Changes vertical wall to covered rip rap slope.	Remove Pasley. Rip rap slope at Hennebique. Changes vertical wall to covered rip rap slope	Rip rap slope with new dock at Pasley. Rip rap slope with new dock at Hennebique. Changes vertical wall to covered rip rap slope	
Reference Figures	1, 2, and 6	1, 3, and 6	1,4, and 6	1, 5, and 6	7, 8, and 6	9, 8, and 10	23, 24, 25, 26	11, 12, and 13	14, 15, and 6	16, 17, and 6	18, 19, and 6	18, 19, and 6	20, 21, and 22	
Potential for Environmental Contamination During Construction at Pasley	Medium	Medium	Medium	Medium/Low	Low	Low	Low	Low	Medium/High	Low	High	High	Medium/Low	Removal of Pasley Significantly increases potential for oil spill during const. Potential damage to temp. sheet pile (when needed) if ship moves
Potential for Environmental Contamination During Construction at Hennebique	Medium/Low	Medium/Low	Medium/Low	Medium/Low	Medium/Low	Low	Low	Low	Medium/Low	Medium/Low	Medium/Low	Medium/Low	Medium/Low	
Potential for Future Environmental Contamination at Pasley	Medium	Medium	Medium	Low	Low	Low	Low	Low	Medium	Low	Low	Low	High	
Potential for Future Environmental Contamination at Hennebique	High	High	High	High	High	Low	Low	Low	High	High	High	High	High	
Net Increase or Decrease in Overwater Coverage	630 sqyd	630 sqyd	630 sqyd	630 sqyd	630 sqyd	-3,069 sqyd	-3,064 sqyd	-3,064 sqyd	2,649 sqyd	630 sqyd	2518 sqyd	2518 sqyd	3263 sqyd	
Existing Marine Habitat Impact at Pasley	10-feet extension into bay	10-feet extension into bay	10-feet extension into bay	10-feet extension into bay	10-feet extension into bay	5-feet extension into bay	5-feet extension into bay	5-feet extension into bay	10-feet extension into bay. Change in bay flow characteristics.	10-feet extension into bay	10-feet reduced projection into bay. Increased overwater coverage and shading. Change in bay flow characteristics.	10-feet reduced projection into bay. Increased overwater coverage and shading. Change in bay flow characteristics.	75-feet extension into bay. Increased overwater coverage and shading. Change in bay flow characteristics.	
Existing Marine Habitat Impact at Hennebique						35-feet reduced projection into bay. Removes existing timber dock. Provides vertical bulkhead wall.	35-feet reduced projection into bay. Removes existing timber dock. Provides vertical bulkhead wall.	35-feet reduced projection into bay. Removes existing timber dock. Provides vertical bulkhead wall.					35-feet extension into bay. Increased overwater coverage and shading	
Net Increase or Decrease in Water Column	-8050cuyd	-8,310 cuyd	-7,854 cuyd	-10,010 cuyd	-9,947 cuyd	566 cuyd	-3,934 cuyd	-17,289 cuyd	2380 cuyd	-10,478 cuyd	4,524 cuyd	4,524 cuyd	-37,435 cuyd	
Hull Exposed to Bay	Pasley Hennebique	Pasley Hennebique	Pasley Hennebique	Hennebique	Hennebique				Pasley Hennebique	Hennebique	Hennebique	Hennebique		
Dredging	At Pasley	At Pasley	At Pasley	At Pasley	At Pasley	At Pasley At Hennebique	At Pasley At Hennebique	At Pasley At Hennebique		At Pasley				
Rip Rap	Under new dock at Hennebique	Under new dock at Hennebique	Under new dock at Hennebique	Under new dock at Hennebique	Under new dock at Hennebique		Around west and east ends of new dock		Under new docks at Pasley and Hennebique	Under new dock at Hennebique	Under new docks at Pasley and Hennebique	Under new docks at Pasley and Hennebique	Large quantity under new docks at Pasley and Hennebique	
Year of Construction Completion	Same	Same	Same	Same	Same	Same	Same	Same	Same	Same	Same	Same	Same	
Dock Elevation	+16.0 feet throughout	+16.0 feet throughout	+16.0 feet throughout	+16.0 feet throughout	+16.0 feet throughout	+16.0 feet throughout	+16.0 feet throughout	+16.0 feet throughout	+16.0 feet throughout	+16.0 feet at fishing dock +21-feet at cargo dock	+16.0 feet throughout	+16.0 feet throughout	+16.0 feet throughout	
Pasley Demolition	Upper deck and sides	Upper deck and sides	Upper deck and sides	Upper deck and sides	Upper deck and sides	Upper deck and sides	Upper deck and sides	Upper deck and sides	Upper deck and sides to 3-feet below new dock		Full ship removal	Full ship removal	Upper deck and sides	Option to remove stern all alternatives. 5 yr remaining life, exist. concrete
Hennebique Demolition	Same	Same	Same	Same	Same	Same	Same	Same	Same	Same	Same	Same	Same	5-yr remaining life, exist. concrete
Lifespan	Same	Same	Same	Same	Same	Same	Same	Same	Same	Same	Upper deck and sides	Upper deck and sides	Same	50 years minimum design lifespan
Corrosion Protection	Required	Required	Required	Required	Required	Required	Required	Minimized. Allows sheet pile form to deteriorate into bay	Required	Required	Required	Required	Required	
Cargo and Fishing Vessel Use Flexibilty	High	High	High	High	High	Medium.	High	High	High	Low	Medium/High	High	Medium	
Maintenance	* AC pavement at Hennebique * Spalling of Pasley and Hennebique hulls * Corrosion protection	* AC pavement at Hennebique * Spalling of Pasley and Hennebique hulls * Corrosion protection	* AC pavement at Hennebique * Spalling of Pasley and Hennebique hulls * Corrosion protection	* AC pavement at Hennebique * Spalling of Hennebique hull * Corrosion protection	* AC pavement at Pasley and Hennebique * Spalling of Hennebique hull * Corrosion protection	* AC pavement at Pasley and Hennebique * Dredging at Hennebique * Corrosion protection	* AC pavement at Pasley and Hennebique * Dredging at Hennebique * Corrosion protection	* AC pavement at Pasley and Hennebique * Dredging at Hennebique	* AC pavement at Hennebique * Spalling of Hennebique hull * Corrosion protection	* AC pavement at Pasley and Hennebique * Spalling of Hennebique hull * Corrosion protection	* AC pavement at Hennebique * Spalling of Hennebique hull * Corrosion protection	* AC pavement at Hennebique * Spalling of Hennebique hull * Corrosion protection	* AC pavement at Pasley and Hennebique * Corrosion protection	
Cost	$24.5 million	$25.0 million	$23.6 million	$25.0 million	$22.3 million	$24.7 million	$18.0 million	$21.6 million	$23.6 million	$23.2 million	$24.2 million	$25.5 million	$25.2 million	

ALTERNATIVES ANALYSIS

Port of Newport
International Terminal Renovation
Preferred Alternative Evaluation Matrix
Table 3

	Alternative Combinations												
Criteria	P1/H1 and H2	P1A/H1 and H2	P1C/H1 and H2	P1D/H1 and H2	P2/H1 and H2	P2/H3	P2/H3 (Preferred Alternative)	P2B/H3A	P3/H1 and H2	P4/H1 and H2	P6/H1 and H2	P6A/H1 and H2	P7/H4
Description	Toe-wall with jet grout and CDF at Pasley. Rip Rap Slope at Hennebique.	Drilled shaft with jet grout and CDF at Pasley. Rip rap slope at Hennebique.	Tie-back anchors with jet grout and CDF at Pasley. Rip rap slope at Hennebique.	Bulkhead wall with jet grout and CDF at Pasley. Rip rap slope at Hennebique.	Bulkhead wall at Pasley. Rip rap slope at Hennebique.	Bulkhead wall at Pasley. Bulkhead wall at Hennebique.	Bulkhead wall at Pasley. Bulkhead wall at Hennebique. Modified with reduced scope.	Concrete bulkhead wall at Pasley. Concrete bulkhead wall at Hennebique.	Clear span dock structure at Pasley. Rip rap slope at Hennebique.	Maintain existing high dock at Pasley. Rip rap slope at Hennebique.	Remove Pasley. Rip rap slope at Hennebique. Changes vertical wall to covered rip rap slope.	Remove Pasley. Rip rap slope at Hennebique. Changes vertical wall to covered rip rap slope	Rip rap slope with new dock at Pasley. Rip rap slope with new dock at Hennebique. Changes vertical wall to covered rip rap slope
Reference Figures	1, 2, and 6	1, 3, and 6	1,4, and 6	1, 5, and 6	7, 8, and 6	9, 8, and 10	23, 24, 25, 26	11, 12, and 13	14, 15, and 6	16, 17, and 6	18, 19, and 6	18, 19, and 6	20, 21, and 22
Potential for Environmental Contamination During Construction at Pasley					Preferred	Preferred	Preferred	Preferred		Preferred			
Potential for Environmental Contamination During Construction at Hennebique						Preferred	Preferred	Preferred					
Potential for Future Environmental Contamination at Pasley											Preferred	Preferred	
Potential for Future Environmental Contamination at Hennebique						Preferred	Preferred	Preferred					
Net Increase or Decrease in Overwater Coverage						Preferred	Preferred	Preferred					
Existing Marine Habitat Impact at Pasley						Preferred	Preferred	Preferred					
Existing Marine Habitat Impact at Hennebique						Preferred	Preferred	Preferred					
Net Increase or Decrease in Fill Volume											Preferred	Preferred	
Hull Exposed to Bay						Preferred	Preferred	Preferred					
Dredging									Preferred		Preferred	Preferred	Preferred
Rip Rap						Preferred	Preferred	Preferred					
Year of Construction Completion	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred
Dock Elevation	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred		Preferred	Preferred	Preferred
Pasley Demolition										Preferred			
Hennebique Demolition	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred
Lifespan	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred
Corrosion Protection								Preferred					
Cargo and Fishing Vessel Use Flexibility	Preferred	Preferred	Preferred	Preferred	Preferred		Preferred	Preferred	Preferred			Preferred	
Maintenance													Preferred
Cost						Preferred	Preferred						

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ALTERNATIVE SUMMARY

ALTERNATIVE P1 – TOE WALL WITH JET GROUT AND CONTROL DENSITY FILL AT PASLEY

Description:

Alternative P1 converts ship to a retaining wall by solidifying the fill within the ship. King piles are provided in front of the ship to support the dock edge. Sheet pile toe wall placed between king piles to provide scour protection and ship stability. Stability of the ship is provided by control density fill placed between the ship hull and toe wall.

Impact to Aquatic Resources:

- Medium potential for environmental contamination during construction with hull exposed to bay during construction.
- Medium potential for future environmental contamination with hull exposed to bay. Solidifying fill in hull partially mitigates potential for environmental contamination due to deterioration of exposed ship hull. Areas of unsolidified material containing contaminants remaining after remediation may remain within ship after solidification process.
- Overwater coverage increased by extent of dock overhang.
- Fill is limited to area between the ship hull and toe wall, as required for ship stability.
- Small amount of dredging required to provide required draft.
- New rip rap slope required around the stern of the ship.

Practicability:

Available Technology:

- Demolition of deck and upper sides of hull can be achieved with readily available technology.
- King piles, toe wall pile cap and concrete dock structure can be installed using readily available technology.
- Jet grouting existing fill in hull and pressure grouting voids can be achieved with available technology.
- Less readily available technology techniques are anticipated to be needed for the stern removal.

Logistics:

- Control density fill height between the hull and toe wall based on requirements to stabilize ship.
- Pressure grouting all voids may be impracticable.
- Jet grouting existing fill may be difficult to achieve.
- Care must be taken to avoid blowing out a portion of the hull during the jet/pressure grouting process.

- Due to existing condition of ship, design avoids placing load on the existing hull.
- Transition between Pasley and Hennebique renovations at bow of ships complex.

Project Purpose:

- Accommodates single dock elevation throughout facility.
- Provides adequate dock length for both cargo and fishing vessels.
- Environmental hazard mitigation is not fully realized due to potential for contaminants remaining after remediation to seep through the deteriorated hull.

Cost:

- Limited opportunity to reduce scope.
- High cost associated with providing solidified fill within ship hull.
- High cost associated with control density fill placement.

ALTERNATIVE H1 AND H2 – RETAINING WALL IN HULL WITH RIP RAP SLOPE AND ELEVATED DOCK AT HENNEBIQUE

Description:

Alternative H1 and H2 constructs a retaining wall within the ship hull. To minimize the depth of the retaining wall within the ship, a rip rap slope is placed in front of the hull to key in the retaining wall toe. A new elevated dock matching the width of the existing timber dock is constructed in front of the hull, covering the new rip rap slope. Due to the existing ship deck elevation, alternative H1 does not require removal of the existing ship deck while alternative H2 is the same as H1, except deck removal is required.

Impact to Aquatic Resources:

- Medium-low potential for environmental contamination during construction with minimal area of deck removal and with hull exposed to bay during construction.
- High potential for future environmental contamination with hull exposed to bay. Fill within hull is compacted. Remaining contaminants after remediation can seep through the compacted fill and enter the bay through deteriorated areas of the hull.
- Overwater coverage matches the existing timber dock condition.
- Increases fill with rip rap slope added under the new dock. Dredging is not required due to the extent of the new dock into the bay.

Practicability:

Available Technology:

- Demolition of deck and upper sides of hull can be achieved with readily available technology.

- Compaction of existing fill within ship and placement of retaining wall can be achieved with readily available technology.
- Construction of new concrete dock can be achieved with readily available technology.

Logistics:

- Placement of rip rap must occur after the new dock piling is installed, complicating its installation.
- Due to existing condition of ship, design avoids placing load on the existing hull.
- Transition between Pasley and Hennebique renovations at bow of ships complex.
- Pile cap formwork complicated by over water installation.

Project Purpose:

- Accommodates single dock elevation throughout facility.
- Provides adequate dock length for both cargo and fishing vessels.
- Environmental hazard mitigation is not fully realized due to potential for contaminants remaining after remediation to seep into bay through the existing ship fill, existing deteriorated hull, and rip rap.

Cost:

- Limited opportunity to reduce scope.
- High cost associated with control density fill placement.

ALTERNATIVE P1A – DRILLED SHAFT WITH JET GROUT AND CONTROL DENSITY FILL AT PASLEY

Description:

Alternative P1A converts ship to a retaining wall by solidifying the fill within the ship. Drilled shafts are placed within the hull to stabilize the ship. King piles are provided in front of the ship to support the dock edge. Boulders are placed behind the fender piles to provide scour protection. Control density fill is placed between the ship hull and boulders for scour protection.

Impact to Aquatic Resources:

- Medium potential for environmental contamination during construction with hull exposed to bay during construction. Installation of drilled shafts add additional risk of environmental contamination. Minimizes area of deck removal.
- Medium potential for future environmental contamination with hull exposed to bay. Solidifying fill in hull partially mitigates potential for environmental contamination due to deterioration of exposed ship hull. Areas of unsolidified material containing contaminants remaining after remediation may remain within ship after solidification process.

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- Overwater coverage increased by extent of dock overhang.
- Fill is limited to area between the ship hull and boulders.
- Small amount of dredging required to provide required draft.
- New rip rap slope required around the stern of the ship.

Practicability:

Available Technology:

- Demolition of deck and upper sides of hull can be achieved with readily available technology.
- King piles, boulders and concrete dock structure can be installed using readily available technology.
- Jet grouting existing fill in hull and pressure grouting voids can be achieved with available technology.
- Less readily available technology techniques are anticipated to be needed for the stern removal.

Logistics:

- Drilling of shafts will be extremely difficult due to size and spacing of existing ship beams, the amount of reinforcement in ship, and existing equipment remaining in the ship. Additionally, existing instability of ship may create problems with shaft installation.
- Pressure grouting all voids may be impracticable.
- Jet grouting existing fill may be difficult to achieve.
- Care must be taken to avoid blowing out a portion of the hull during the jet/pressure grouting process.
- Due to existing condition of ship, design avoids placing load on the existing hull.
- Transition between Pasley and Hennebique renovations at bow of ships complex.

Project Purpose:

- Accommodates single dock elevation throughout facility.
- Provides adequate dock length for both cargo and fishing vessels.
- Environmental hazard mitigation is not fully realized due to potential for contaminants remaining after remediation to seep through the deteriorated hull.

Cost:

- Limited opportunity to reduce scope.
- High cost associated with providing solidified fill within ship hull.
- High cost associated with control density fill placement.

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ALTERNATIVE P1C – TIE-BACK ANCHORS WITH JET GROUT AND CONTROL DENSITY FILL AT PASLEY

Description:

Alternative P1C converts ship to a retaining wall by solidifying the fill within the ship. King piles are provided in front of the ship to support the dock edge. A sheet pile toe wall is placed between king piles to provide scour protection and ship stability. Stability of the ship is provided by control density fill placed between the ship hull and toe wall and by the tie-back anchors. Tie-back anchors allow reduction in toe wall and control density fill requirements.

Impact to Aquatic resources:

- Medium potential for environmental contamination during construction with hull exposed to bay during construction. Minimizes area of deck removal.
- Medium potential for future environmental contamination with hull exposed to bay. Solidifying fill in hull partially mitigates potential for environmental contamination due to deterioration of exposed ship hull. Areas of unsolidified material containing contaminants remaining after remediation may remain within ship after solidification process.
- Overwater coverage increased by extent of dock overhang.
- Fill is limited to area between the ship hull and toe wall, as required for ship stability.
- Small amount of dredging required to provide required draft.
- New rip rap slope required around the stern of the ship.

Practicability:

Available Technology:

- Demolition of deck and upper sides of hull can be achieved with readily available technology.
- King piles, toe wall, pile cap and concrete dock structure can be installed using readily available technology.
- Jet grouting existing fill in hull and pressure grouting voids can be achieved with available technology.
- Less readily available technology techniques are anticipated to be needed for the stern removal.

Logistics:

- Control density fill height between the hull and toe wall based on requirements to stabilize ship.
- Pressure grouting all voids may be impracticable.
- Jet grouting existing fill may be difficult to achieve.
- Care must be taken to avoid blowing out a portion of the hull during the jet/pressure grouting process.
- Due to existing condition of ship, design avoids placing load on the existing hull.

- Transition between Pasley and Hennebique renovations at bow of ships complex.

Project Purpose:

- Accommodates single dock elevation throughout facility.
- Provides adequate dock length for both cargo and fishing vessels.
- Environmental hazard mitigation is not fully realized due to potential for contaminants remaining after remediation to seep through the deteriorated hull.

Cost:

- Limited opportunity to reduce scope.
- High cost associated with providing solidified fill within ship hull.
- High cost associated with control density fill placement.

ALTERNATIVE P1D – BULKHEAD WALL WITH JET GROUT AND CONTROL DENSITY FILL AT PASLEY

Description:

Alternative P1D converts ship to a retaining wall by solidifying the fill within the ship. King piles are provided in front of the ship to support the dock edge. Sheet pile wall is placed full height between king piles to provide scour protection and ship stability and containment of contaminants. Stability of the ship is provided by control density fill placed between the ship hull and king pile/sheet pile wall.

Impact to Aquatic Resources:

- Medium-low potential for environmental contamination during construction with containment provided by the bulkhead wall during construction. Removal of stern poses increased risk of contamination. Minimizes area of deck removal.
- Low potential for future environmental contamination with hull contained behind sheet pile wall. Solidifying fill in hull partially mitigates potential for environmental contamination due to deterioration of exposed ship hull. Areas of unsolidified material containing contaminants remaining after remediation may remain within ship after solidification process.
- Overwater coverage increased by extent of dock overhang.
- Fill is limited to area between the ship hull and bulkhead wall.
- Small amount of dredging required to provide required draft.
- New rip rap slope required around the stern of the ship.

Practicability:

Available Technology:

- Demolition of deck and upper sides of hull can be achieved with readily available technology.

- King piles, sheet pile wall, pile cap and concrete dock structure can be installed using readily available technology.
- Jet grouting existing fill in hull and pressure grouting voids can be achieved with available technology.
- Less readily available technology techniques are anticipated to be needed for the stern removal.

Logistics:

- Pressure grouting all voids may be impracticable.
- Jet grouting existing fill may be difficult to achieve.
- Care must be taken to avoid blowing out a portion of the hull during the jet/pressure grouting process.
- Transition between Pasley and Hennebique renovations at bow of ships complex.

Project Purpose:

- Accommodates single dock elevation throughout facility.
- Provides adequate dock length for both cargo and fishing vessels.
- Environmental hazard mitigation is realized due to containment of contaminants remaining after remediation by bulkhead wall.

Cost:

- Limited opportunity to reduce scope.
- High cost associated with providing solidified fill within ship hull.
- High cost associated with control density fill placement.

ALTERNATIVE P2 – BULKHEAD WALL AT PASLEY

Description:

Alternative P2 converts ship to fill by compacting and stabilizing the existing and new fill within the ship. This alternative does not rely on the long term integrity of the ship hull. A combination king pile/sheet pile bulkhead wall is provided in front of the ship to support and contain the fill. The bulkhead wall provides scour protection. Stability of the fill is provided by control density fill placed between the ship hull and bulkhead wall and by the tie-back anchors. Tie-back anchors allow reduction in the bulkhead wall requirements.

Impact to Aquatic Resources:

- Low potential for environmental contamination during construction with containment provided by the bulkhead wall. Removal of stern poses increased risk of contamination. Minimizes area of deck removal.
- Low potential for future environmental contamination with hull contained behind bulkhead wall.

- Overwater coverage minimized by extent of dock overhang.
- Fill is limited to area between the ship hull and bulkhead wall.
- Small amount of dredging required to provide required draft.
- New rip rap slope required around the stern of the ship.

Practicability:

Available Technology:

- Demolition of deck and upper sides of hull can be achieved with readily available technology.
- Bulkhead wall, pile cap and concrete dock structure can be installed using readily available technology.
- Filling voids in existing fill can be achieved with available technology.
- Less readily available technology techniques are anticipated to be needed for the stern removal.

Logistics:

- Filling all voids may be impracticable.
- Converting ship into fill allows placing load on the existing hull.
- Transition between Pasley and Hennebique renovations at bow of ships complex unless a bulkhead wall is also provided at the Hennebique.

Project Purpose:

- Accommodates single dock elevation throughout facility.
- Provides adequate dock length for both cargo and fishing vessels.
- Environmental hazard mitigation is realized due to containment of contaminants remaining after remediation by bulkhead wall.

Cost:

- Increased opportunity to reduce scope.
- Reduced cost associated with providing fill within ship hull.
- High cost associated with control density fill placement.

ALTERNATIVE P3 – CLEAR SPAN DOCK STRUCTURE AT PASLEY

Description:

Alternative P3 converts the ship to fill by removing the existing ship deck and hull as required to provide a clear span dock over a stable rip rap slope and the remaining hull This alternative does not rely on the long term integrity of the ship hull. Portions of the existing hull left exposed are allowed to deteriorate.

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Impact to Aquatic Resources:

- Medium-high potential for environmental contamination during construction with potential of exposing contaminants with removal of portions of the hull required to create the rip rap slope. Removal of stern poses increased risk of contamination. Significant area of ship deck and hull removal compared to other alternatives.
- Medium potential for future environmental contamination with hull converted to fill under the rip rap slope, and no permanent wall to contain potential contaminants remaining after remediation from entering the bay.
- Overwater coverage increased by area of new clear span dock.
- Fill is limited to the requirements of the new rip rap slope under the dock.
- Dredging not anticipated. New dock would extend far enough into the bay where existing mudline is adequate.
- New rip rap slope required around the stern of the ship.
- Current local flow characteristics of the bay will be modified due to the conversion of the near vertical ship hull to a laid back rip rap slope.
- Net increase in water column.

Practicability:

Available Technology:

- Demolition of deck and upper sides of hull can be achieved with readily available technology.
- Bulkhead wall, pile cap and concrete dock structure can be installed using readily available technology.
- Filling voids in existing fill can be achieved with available technology.
- Less readily available technology techniques are anticipated to be needed for the stern removal.

Logistics:

- Filling all voids and contaminated areas with pressure grout or control density fill may be impracticable.
- Containment of ship demolition may be challenging.
- Transition between Pasley and Hennebique renovations at bow of ships complex.
- Placement of rip rap around bay side piling.
- Pile cap formwork complicated by over water installation.

Project Purpose:

- Accommodates single dock elevation throughout facility.
- Provides adequate dock length for both cargo and fishing vessels.

- Environmental hazard mitigation is not fully realized due to potential for contaminants remaining after remediation to seep through the deteriorated hull and rip rap slope.

Cost:

- Limited opportunity to reduce scope.
- Higher cost associated with pressure grouting or placing control density fill in contaminated areas.

ALTERNATIVE H3 – BULKHEAD WALL AT HENNEBIQUE

Description:

Alternative H3 converts the ship to fill by compacting and stabilizing the existing and new fill within the ship. This alternative does not rely on the long term integrity of the ship hull. A combination king pile/sheet pile bulkhead wall is provided in front of the ship to support and contain the fill. The bulkhead wall provides scour protection. Stability of the fill is provided by control density fill placed between the ship hull and bulkhead wall and by the tie-back anchors. Tie-back anchors allow reduction in the bulkhead wall requirements.

Impact to Aquatic Resources:

- Low potential for environmental contamination during construction with containment provided by the bulkhead wall during construction. Minimizes area of deck removal.
- Low potential for future environmental contamination with hull contained behind bulkhead wall.
- Overwater coverage minimized by extent of dock overhang.
- Fill is limited to area between the ship hull and bulkhead wall.
- Dredging required to provide required draft.
- New rip rap slope required at stern of the ship.

Practicability:

Available Technology:

- Demolition of deck and upper sides of hull can be achieved with readily available technology.
- Bulkhead wall, pile cap and concrete dock structure can be installed using readily available technology.
- Filling voids in existing fill can be achieved with available technology.

Logistics:

- Filling all voids may be impracticable.
- Converting ship into fill allows placing load on the existing hull.

- Transition between Pasley and Hennebique renovations at bow of ships complex unless a bulkhead wall is also provided at the Pasley.

Project Purpose:

- Accommodates single dock elevation throughout facility.
- Provides adequate dock length for both cargo and fishing vessels.
- Environmental hazard mitigation is realized due to containment of contaminants remaining after remediation by bulkhead wall.

Cost:

- Increased opportunity to reduce scope.
- Reduced cost associated with providing fill within ship hull.
- High cost associated with control density fill placement.

ALTERNATIVE P4 – MAINTAIN EXISTING HIGH DOCK AT PASLEY

Description:

Alternative P4 converts ship to fill by compacting and stabilizing the existing and new fill within the ship. This alternative does not rely on the long term integrity of the ship hull. A combination king pile/sheet pile bulkhead wall is provided in front of the ship to support and contain the fill. The bulkhead wall provides scour protection. Stability of the fill is provided by control density fill placed between the ship hull and bulkhead wall and by the tie-back anchors. Tie-back anchors allow reduction in the bulkhead wall requirements. This alternative eliminates demolition of the existing ship deck.

Impact to Aquatic Resources:

- Low potential for environmental contamination during construction with containment provided by the bulkhead wall during construction. Removal of stern poses increased risk of contamination. Eliminates area of deck removal.
- Low potential for future environmental contamination with hull contained behind bulkhead wall.
- Overwater coverage minimized by extent of dock overhang.
- Fill is limited to area between the ship hull and bulkhead wall.
- Small amount of dredging required to provide required draft.
- New rip rap slope required around the stern of the ship.

Practicability:

Available Technology:

- Bulkhead wall, pile cap and concrete dock structure can be installed using readily available technology.
- Filling voids in existing fill can be achieved with available technology.
- Less readily available technology techniques are anticipated to be needed for the stern removal.

Logistics:

- Filling all voids may be impracticable.
- Converting ship into fill, design allows placing load on the existing hull.
- Transition between Pasley and Hennebique renovations at bow of ships complex unless a bulkhead wall is also provided at the Hennebique. Transition further complicated by step in dock elevation.

Project Purpose:

- Does not accommodate single dock elevation throughout facility, limiting flexibility of the facility.
- Provides adequate dock length for both cargo and fishing vessels.
- Environmental hazard mitigation is realized due to containment of contaminants remaining after remediation by bulkhead wall.

Cost:

- Increased opportunity to reduce scope.
- Reduced cost associated with providing fill within ship hull.
- High cost associated with control density fill placement.

ALTERNATIVE P6 – REMOVE PASLEY

Description:

Alternative P6 fully removes the existing ship and provides a stable rip rap slope in its place. A new dock structure spans over the rip rap slope.

Impact to Aquatic Resources:

- High potential for environmental contamination during construction with potential of exposing contaminants with the removal of the hull.
- Low potential for environmental contamination from sediments landside of and below the ship with full hull removed.
- Overwater coverage increased by area of new clear span dock.
- Fill is limited to the requirements of the new rip rap slope under dock.
- Dredging not anticipated. New dock would extend far enough into the bay where existing mudline is adequate.

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- New rip rap slope required around the stern of the ship.
- Current local flow characteristics of the bay will be modified due to the conversion of the near vertical ship hull to a laid back rip rap slope.
- Net increase in water column.

Practicability:

Available Technology:

- Demolition of hull can be achieved with available technology. However, this demolition increases construction risk due to the following:
    - Large equipment required presents a risk to worker safety.
    - Potential to compromise stability of the ship during the demolition process. Not able to anticipate reaction of ship during demolition due to large torsion stresses caused by stern rotation
    - Potentially increases environmental contamination risk during construction. Contaminants may be contained by a temporary bulkhead wall. However, if the ship destabilizes and slides during construction, the bulkhead wall could be compromised, exposing contaminants to the bay. Additionally, if the bulkhead wall is temporary, though every effort would be made to clean up contaminants, some may still remain in soils, exposing these to the bay with the removal of the temporary wall.
- New dock structure can be installed using readily available technology.
- Difficult to determine and maintain stability of exposed slope after ship is removed and before rip rap is placed. Potential for slope erosion due to exposure to river and bay flow.

Logistics:

- Containment of ship demolition may be challenging. A temporary bulkhead wall can be constructed to contain demolition. However, the extent of this wall will need to accommodate the new construction to protect the bank throughout. Additionally, consideration needs to be provided for possibility of ship destabilizing and impacting the temporary wall.
- Transition between Pasley and Hennebique renovations at bow of ships complex for maintaining required maximum rip rap slope.
- Placement of rip rap around piling. Difficult to drive piles through rip rap, requiring rip rap placement after pile placement.
- Pile cap formwork complicated by over water installation.
- Worker safety with large equipment required for ship removal.
- Potential remediation required of landside fill contamination after ship removal.
- Stability of slope after ship removal.

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Project Purpose:

- Accommodates single dock elevation throughout facility.
- Provides adequate dock length for both cargo and fishing vessels.
- Environmental hazard mitigation is fully realized due to removal of ship.

Cost:

- Limited opportunity to reduce scope.
- Higher cost associated with ship removal.

ALTERNATIVE P7 – RIP RAP SLOPE WITH NEW DOCK AT PASLEY

Description:

Alternative P7 converts the ship into fill. A rip rap slope is placed in font of the ship and a dock structure spans over the rip rap slope. This alternative does not rely on the long term integrity of the ship hull.

Impact to Aquatic Resources:

- Medium-Low potential for environmental contamination during construction with potential of exposing contaminants with the removal of portions of the ship deck.
- High potential for future environmental contamination with hull converted to fill and no permanent wall to contain potential contaminants remaining after remediation from entering the bay.
- Overwater coverage significantly increased by area of new clear span dock.
- Significant fill is required for the new rip rap slope under dock.
- Dredging not anticipated. New dock would extend far enough into the bay where existing mudline is adequate.
- New rip rap slope required around the stern of the ship.
- Current local flow characteristics of the bay will be modified due to the conversion of the near vertical ship hull to a laid back rip rap slope.
- Net decrease in water column.

Practicability:

Available Technology:

- Demolition of deck and upper sides of hull can be achieved with readily available technology.
- Filling voids in existing fill can be achieved with available technology.
- Pressure grouting voids can be achieved with available technology.

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Logistics:

- Filling all voids and contaminated areas with pressure grout or control density fill may be impracticable.
- Containment of ship demolition may be challenging.
- Transition between Pasley and Hennebique renovations at bow of ships complex unless alternative H4 is used at the Hennebique.
- Placement of rip rap around piling.
- Pile cap formwork complicated by over water installation.

Project Purpose:

- Accommodates single dock elevation throughout facility.
- Provides adequate dock length for both cargo and fishing vessels.
- Environmental hazard mitigation is not fully realized due to potential for contaminants remaining after remediation to seep through the deteriorated hull and rip rap slope.

Cost:

- Limited opportunity to reduce scope.
- Higher cost associated with pressure grouting or placing control density fill in contaminated areas.

ALTERNATIVE H4 – RIP RAP SLOPE WITH NEW DOCK AT HENNEBIQUE

Description:

Alternative H4 converts the ship into fill. A rip rap slope is placed in font of the ship and a dock structure spans over the rip rap slope. This alternative does not rely on the long term integrity of the ship hull.

Impact to Aquatic Resources:

- Medium-Low potential for environmental contamination during construction with potential of exposing contaminants with the removal of portions of the ship deck.
- High potential for future environmental contamination with hull converted to fill and no permanent wall to contain potential contaminants remaining after remediation) from entering the bay.
- Overwater coverage significantly increased by area of new clear span dock.
- Significant fill is required for the new rip rap slope under dock.
- Dredging not anticipated. New dock would extend far enough into the bay where existing mudline is adequate.
- New rip rap slope required around the stern of the ship.
- Current local flow characteristics of the bay will be modified due to the conversion of the near vertical ship hull to a laid back rip rap slope.

- Net decrease in water column.

Practicability:

Available Technology:

- Demolition of deck and upper sides of hull can be achieved with readily available technology.
- Filling voids in existing fill can be achieved with available technology.
- Pressure grouting voids can be achieved with available technology.

Logistics:

- Filling all voids and contaminated areas with pressure grout or control density fill may be impracticable.
- Containment of ship demolition may be challenging.
- Transition between Pasley and Hennebique renovations at bow of ships complex unless alternative P7 is used at the Pasley.
- Placement of rip rap around piling.
- Pile cap formwork complicated by over water installation.

Project Purpose:

- Accommodates single dock elevation throughout facility.
- Provides adequate dock length for both cargo and fishing vessels.
- Environmental hazard mitigation is not fully realized due to potential for contaminants remaining after remediation to seep through the deteriorated hull and rip rap slope.

Cost:

- Limited opportunity to reduce scope.
- Higher cost associated with pressure grouting or placing control density fill in contaminated areas.

PUBLIC NOTICE
Oregon Department of Environmental Quality (DEQ)
Water Quality 401 Certification

Corps of Engineers Action ID Number: NWP-2007-832 Notice Issued: October 14, 2008
Oregon Department of State Lands Number: Written Comments Due: November 13, 2008

WHO IS THE APPLICANT: Port of Newport, Don Mann, General Manager, 600 SE Bay Blvd., Newport, OR 97365

LOCATION OF CERTIFICATION ACTIVITY: See attached U.S. Army Corps of Engineers public notice

WHAT IS PROPOSED: See attached U.S. Army Corps of Engineers public notice on the proposed project

NEED FOR CERTIFICATION: Section 401 of the Federal Clean Water Act requires applicants for Federal permits or licenses to provide the Federal agency a water quality certification from the State of Oregon if the proposed activity may result in a discharge to surface waters.

DESCRIPTION OF DISCHARGES: See attached U.S. Army Corps of Engineers public notice on the proposed project.

WHERE TO FIND DOCUMENTS: Documents and related material are available for examination and copying at Oregon Department of Environmental Quality, 401 Water Quality Certification Coordinator, Northwest Region, 2020 S.W. 4th Avenue, Portland, Oregon 97201-4953.

While not required, scheduling an appointment will ensure documents are readily accessible during your visit. To schedule an appointment please call Jan Coomler at (503) 229-5087.

Any questions on the proposed certification may be addressed to the 401 Program Coordinator at (503) 229-6030 or toll free within Oregon at (800) 452-4011. People with hearing impairments may call DEQ's TTY at (503) 229-6993.

PUBLIC PARTICIPATION:

Public Hearing: Oregon Administrative Rule (OAR) 340-48-0032 (2) states that " The Corps provides public notice of and opportunity to comment on the applications, including the application for certification, provided that the department (DEQ), in its discretion, may provide additional opportunity for public comment, including public hearing."

Written comments:
Written comments on the proposed certification must be received at the Oregon Department of Environmental Quality by 5 p.m. on November 13, 2008. Written comments should be mailed to Oregon Department of Environmental Quality, Attn: 401 Water Quality Certification Coordinator, Northwest Region, 2020 S.W. 4th Avenue, Portland, Oregon 97201-4953 or faxed to (503) 229-6957. ***People wishing to send written comments via e-mail should be aware that if there is a delay between servers or if a server is not functioning properly, e-mails may not be received prior to the close of the public comment period.*** People wishing to send comments via e-mail should send them in Microsoft Word (through version 7.0), WordPerfect (through version 6.x) or plain text format to 401publiccomments@deq.state.or.us . Otherwise, due to conversion difficulties, DEQ recommends that comments be sent in hard copy.

WHAT HAPPENS NEXT: DEQ will review and consider all comments received during the public comment period. Following this review, the permit may be issued as proposed, modified, or denied. You will be notified of DEQ's final decision if you present either oral or written comments during the comment period. Otherwise, if you wish to receive notification, please call or write DEQ at the above address.

ACCESSIBILITY INFORMATION: This publication is available in alternate format (e.g. large print, Braille) upon request. Please contact DEQ Office of Communications and Outreach at (503) 229-5317 or toll free within Oregon at 1-800-452-4011 to request an alternate format. People with a hearing impairment can receive help by calling DEQ's TTY at (503) 229-6993.

PUBLIC NOTICE
OREGON COASTAL MANAGEMENT PROGRAM
CONSISTENCY CERTIFICATION

Date: October 14, 2008

Corps of Engineers Action ID Number: NWP-2007-832
Oregon Department of State Lands Number:

Notification

For projects subject to coastal zone review, notice is hereby given that the project is being reviewed by the Department of Land Conservation and Development (DLCD) as provided in Section 307(c) of the Coastal Zone Management Act. The applicant believes that the activities described in the attached materials would comply with and be conducted in a manner consistent with the Oregon Coastal Management Program. Project information can be made available for inspection at DLCD's Salem office.

DLCD is hereby soliciting public comments on the proposed project's consistency with the Oregon Coastal Management Program. Written comments may be submitted to DLCD, 635 Capital St. NE, Suite 200, Salem, OR 97301-2540, attention consistency review specialist. Any comments must be received by DLCD on or before the comment deadline listed in the federal notice. For further information, you may call DLCD at (503) 373-0050, ext. 250.

REVIEW CRITERIA

Comments should address consistency with the applicable elements of the Oregon Coastal Management Program. These elements include:

- Acknowledged Local Comprehensive Plans & Implementing Ordinances
- Statewide Planning Goals
- Applicable State Authorities (e.g. Removal-Fill Law and Oregon Water Quality Standards)

INCONSISTENT?

If you believe this project is inconsistent with the Oregon Coastal Management Program, your comments to DLCD should explain why you believe the project is inconsistent and should identify the Oregon Coastal Management Program element(s) in question. You should also describe how the project could be modified, if possible, to make it consistent with the Oregon Coastal Management Program.